

**MINUTES OF THE REGULAR MEETING OF THE
BOARD OF COMMISSIONERS OF
ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
AND ITS SUBSIDIARIES
July 10, 2014**

A. Roll Call and Determination of Quorum

The meeting was called to order by Chairman James Redmond who determined that a quorum was present.

Present on Roll Call:

➤	County of Monroe	Stephen Carl	=	5.33 votes
➤	County of Monroe	James H. Redmond	=	5.33 votes
➤	County of Monroe	Robert Fischer	=	5.33 votes
➤	City of Rochester	Thomas R. Argust	=	2 votes
	City of Rochester	Barbara Jones	=	2 votes
➤	City of Rochester	Karen Pryor	=	2 votes
➤	County of Genesee	Paul Battaglia	=	2 votes
	County of Livingston	Milo I. Turner	=	2 votes
➤	County of Orleans	Henry Smith	=	1 vote
➤	County of Seneca	Edward W. White	=	1 vote
➤	County of Wayne	Michael P. Jankowski	=	3 votes
➤	County of Wyoming	Frank Vitagliano	=	1 vote
➤	Amalgamated Transit Union	Tracie Green	=	<u>0 votes</u>

Total Votes Possible	32
Total Votes Present	28
Votes Needed for Quorum	17

B. Adoption of the Agenda

On motion of Commissioner Argust, seconded by Commissioner Smith, the Agenda was unanimously adopted.

C. Approval of Minutes

On motion of Commissioner Carl, seconded by Commissioner Jankowski, the following minutes were approved.

- Regular Meeting Minutes of June 5, 2014
- RGRTA Audit/Finance & Investment Joint Meeting Minutes, June 24, 2014
- RGRTA Compensation Committee Meeting Minutes, June 30, 2014

D. CEO Report

Bill Carpenter, Chief Executive Officer, presented the monthly CEO Report as reflected in the power point presentation, a copy of which shall be attached to these Minutes.

- *Commissioner Argust raised the question, “Joe, are you expecting to hear Daniele in two months from now saying, “Well, how can we improve this even more?”, in terms of the on-time performance 2% goal. Joe Jablonski responded that Yes, of course and we have already talked about that and our new goal is 1.75%.*
- *Chairman Redmond asked if the buses are being tracked by GPS or if the driver is calling in their locations. Bill Carpenter responded that in Monroe County for RTS and Lift Line that GPS is tracking bus locations. For the subsidiary counties, what we’re working on is what the bus operator tracks and then what “checkers” are reporting.*
- *Commissioner Smith asked if the employees coming aboard will all be in the Ontario County office. Daniele Coll-Gonzalez responded that the 57 staffing slots and they’ll be in Ontario County.*
- *Commissioner Vitagliano asked what Daniele Coll-Gonzalez meant by the fare is going to remain the same for Ontario County? Daniele Coll-Gonzalez responded that there is a tiered fare structure in place. There is a zone-based fare for dial-a-ride. This structure is currently in place and will remain the same.*
- *Commissioner Battaglia asked the question, “What is the commitment that we made, I mean the period of time, obviously we can’t keep the fare the same forever?” Daniele Coll-Gonzalez replied that we’ve committed to the community that we will do a service audit and that audit will dictate a lot of things, the fare structure, what the elasticity is that’s in the community now. This would be the starting point and would begin in the fall.*
- *Commissioner Argust asked a question about employee pay and benefits for Ontario County staff. Daniele Coll-Gonzalez responded that Ontario will be under our pay and benefits and will transition on August 1st.*
- *Commissioner Argust asked a question about the rebranding and if Ontario would be in line with the rest of the company? Daniele Coll-Gonzalez replied that Ontario County will be changed within the context of our rebranding.*
- *Commissioner Argust also wanted further clarification when it came to being held harmless in terms of any contamination. Daniele Coll-Gonzalez responded that one of the resolutions in front of you contains a hold harmless about all of the things that we’ll be doing at that facility and that includes the fact there will be fueling there, and washing there as well.*
- *Commissioner Pryor asked if there are any services that have been provided that will not be provided now? Daniele Coll-Gonzalez responded No. The only service that has continued to have a decline is the referral of Medicaid rides.*
- *Commissioner Pryor asked if the benefits and salary, for the former employees that come aboard are they going to be better off or worse off after they transition to us? Daniele Coll-Gonzalez responded that we definitely feel like the market rates and the offerings that we make are very competitive and for retention and built for that and we feel like people will really feel like they’re better off.*

- *Commissioner Jankowski asked for clarification on the fare structure and what our plans are. Daniele Coll-Gonzalez responded that we're planning to do a review of the service first, and we wouldn't want to do a review of fare structure for just Ontario itself. That is a bigger Authority project. We currently don't have a definite timeline for that, it will be part of the strategic planning discussions.*
- *Commissioner Smith asked a question about the 32 ambassadors for the Transit Center and if they will be permanent positions? Bill Carpenter responded that they are employees who work for us now that are willing to be trained, learn what they need to learn to be a good ambassador and this will be a short term assignment.*
- *Commissioner Argust asked how the St. Paul and Clinton two way conversion is coming along? Bill Carpenter responded that he has spoken with folks at the City and we've got a schedule that works for us.*
- *Commissioner Argust asked when we would see the buses and appearance start to change for the rebranding? Bill Carpenter responded that August 18th 2014 will be when you start to see the changes and uniforms will be in August and September.*
- *Commissioner Argust stated that as he understands it, the suburban routes, all of the buses now, whether they're urban or suburban, come into the transit center. Bill Carpenter responded that is correct and they would just use their all-day pass and Broad and Chestnut no longer will be station, it will be a stop.*
- *Commissioner Pryor asked why Lift Line passengers could not call earlier than the 3 days to schedule a ride? Bill Carpenter responded that if we have folks calling a month prior we tend to find that they call once or twice to make changes and we end up speaking with the person and rescheduling several times.*

On motion of Commissioner Carl, seconded by Commissioner Pryor, the CEO Report was accepted by unanimous vote.

E. Financial Report

Scott Adair, Chief Financial Officer, presented the financial report and highlights on the Audit, a copy of which shall be attached to these Minutes.

- *Commissioner White made a comment about the audited financial statements that were presented to the board and how well they were composed.*
- *Commissioner Jankowski asked what portion of the (\$742,000) operating deficit is the mortgage tax? Scott Adair responded that it is a component.*
- *Commissioner Battaglia made a comment as well on how the audited financials were very well put together and he understands how significant it is that RGRTA staff prepared them for the auditors. In his experience an organization this size has the outside auditors complete them.*

On motion of Commissioner Battaglia, seconded by Commissioner Vitagliano, the Financial Report was accepted by unanimous vote.

F. Proposed Resolutions

Resolution Approving the Establishment of County Area Transit System, Inc. as a Subsidiary of Rochester Genesee Regional Transportation Authority, RGRTA 36-2014

RGRTA 36-2014: On motion of Commissioner Argust, seconded by Commissioner Smith, the aforementioned Resolution, a copy of which shall be attached to these Minutes, was unanimously approved.

Resolution Authorizing RGRTA to enter into a joint services agreement with Ontario County for the provision of operating facilities, fluids, and the transfer of assets and transportation funding for its subsidiary County Area Transit System, Inc. ("CATS"), RGRTA 37-2014

- *Commissioner Battaglia asked a question about the transfer of monies and if there are any stipulations on the grants? Daniele Coll-Gonzalez responded that we have already received notification from New York State DOT that they are endorsing this transfer.*
- *Commissioner Argust asked a question seeking clarification on if there is contaminations and that is not an issue for us because we are renting the building? Daniele Coll-Gonzalez responded that this is not an issue since the building will be owned by the county and we'll be paying to operate in it as opposed to renting. We will not be paying rent, we are paying half of the cost to operate the facility.*

RGRTA 37-2014: On motion of Commissioner Pryor, seconded by Commissioner Carl, the aforementioned Resolution, a copy of which shall be attached to these Minutes, was unanimously approved.

Resolution Authorizing RGRTA and CATS to enter into an agreement with Ontario ARC for allowing public passenger on Finger Lakes Bus Service routes in Ontario County, RGRTA 38-2014

RGRTA 38-2014: On motion of Commissioner Battaglia, seconded by Commissioner Vitagliano, the aforementioned Resolution, a copy of which shall be attached to these Minutes, was unanimously approved.

Resolution Authorizing a "sole source provider" Contract for Software Maintenance Services, RGRTA 39-2014

- *Commissioner Fischer asked a question about the contract being a renewal and if it expired this March 31st 2014 or next March 31st 2015. Miguel Velazquez replied that it is a renewal and the contracted expired March 31st 2014.*
- *Chairman Redmond asked if the reason for the five-year contract was because it is financially advantageous to us? And are we happy with the services and the software? Miguel Velazquez responded that to this point we are happy with the software, and it would be a major move for us to change this software. Usually software maintenance are based on 20% of the cost of the software, so this way we are locking our rate and we can plan accordingly. Yes we are very happy with the service.*

- Commissioner Jankowski asked if there is much of a marketplace out there for this type of software? Miguel Velazquez replied that there are about three big players out there providing this type of system. Trapeze is probably the leader.

RGRTA 39-2014: On motion of Commissioner Pryor, seconded by Commissioner Carl, the aforementioned Resolution, a copy of which shall be attached to these Minutes, was unanimously approved.

G. Consent Resolutions

Resolution Authorizing the Award of a Contract for Uniform Rental and/or Purchase Services, RGRTA 40-2014

RGRTA 40-2014: On motion of Commissioner Argust, seconded by Commissioner Battaglia, the aforementioned Resolution, a copy of which shall be attached to these Minutes, was unanimously approved.

Resolution Authorizing the Award of a Contract for Telecommunications Services, RGRTA 41-2014

RGRTA 41-2014: On motion of Commissioner Smith, seconded by Commissioner Pryor, the aforementioned Resolution, a copy of which shall be attached to these Minutes, was unanimously approved.

Resolution Authorizing the Award of a Contract for Bus Shelter Glass Panels, RGRTA 42-2014

RGRTA 42-2014: On motion of Commissioner Battaglia, seconded by Commissioner Pryor, the aforementioned Resolution, a copy of which shall be attached to these Minutes, was unanimously approved.

Resolution Authorizing the Award of a Contract for Printing of Bus Timetables and System Route Maps, RGRTA 43-2014

RGRTA 43-2014: On motion of Commissioner Jankowski, seconded by Commissioner Carl, the aforementioned Resolution, a copy of which shall be attached to these Minutes, was unanimously approved.

Resolution Acknowledging Annual Board Review and Approval of the Multi-Year Procurement Contracts Report for RGRTA and its Subsidiary Companies, RGRTA 44-2014

RGRTA 44-2014: On motion of Commissioner White, seconded by Commissioner Jankowski, the aforementioned Resolution, a copy of which shall be attached to these Minutes, was unanimously approved.

Resolution Authorizing the Declaration of Buses as Surplus, RGRTA 45-2014

RGRTA 45-2014: On motion of Commissioner Argust, seconded by Commissioner Battaglia, the aforementioned Resolution, a copy of which shall be attached to these Minutes, was unanimously approved.

Resolution Approving Election of the Board of Directors of the Greater Rochester Community Transportation Foundation and the Election of Offices, RGRTA 46-2014

RGRTA 46-2014: On motion of Commissioner Battaglia, seconded by Commissioner White, the aforementioned Resolution, a copy of which shall be attached to these Minutes, was unanimously approved.

Resolution Receiving and approving the Reports of the Independent Auditors, RGRTA 47-2014

RGRTA 47-2014: On motion of Commissioner Battaglia, seconded by Commissioner Smith, the aforementioned Resolution, a copy of which shall be attached to these Minutes, was unanimously approved.

Resolution Authorizing RGRTA to enter into a Joint Services agreement with Seneca County for the provision of facilities for its Subsidiary Seneca Transit Service ("STS"), RGRTA 48-2014

RGRTA 48-2014: On motion of Commissioner White, seconded by Commissioner Battaglia, the aforementioned Resolution, a copy of which shall be attached to these Minutes, was unanimously approved.

Resolution Authorizing GTCS, Inc. to Enter into a Contract for Professional Services to be rendered to the Genesee Transportation Council for the Genesee-Finger Lakes Regional Bridge Network Needs Assessment and Investment Strategy, GTCS 4-2014

GTCS 4-2014: On motion of Commissioner White, seconded by Commissioner Pryor, the aforementioned Resolution, a copy of which shall be attached to these Minutes, was unanimously approved.

H. Calendar

The Calendar was reviewed and it was noted that the September 4th 2014 might be moved.

I. Adjournment

There being no further matters on the adopted Agenda, the meeting was adjourned on motion of Commissioner Battaglia, seconded by Commissioner Carl.

Financial Report

Presented by: Scott Adair, CFO



RGRTA - Consolidated Budget Status Report - FY 2014-2015
As of 5/31/14 (In Thousands)

Financial Report

<u>Revenues</u>	<u>Budget 2014-15</u>	<u>FYTD 5/31/2014</u>	<u>Projected 3/31/2015</u>	<u>Budget Variance</u>
Total Locally Generated	\$ 30,795	\$ 5,544	\$ 30,795	\$ -
Total Government Subsidies	\$ 44,327	\$ 7,245	\$ 44,855	\$ 529
Mortgage Tax	\$ 8,063	\$ 1,209	\$ 7,663	\$ (400)
Grand Total Revenue	\$ 83,184	\$ 13,998	\$ 83,313	\$ 129
<u>Expenses</u>				
Personnel				
Salary & Wages	\$ 38,729	\$ 6,736	\$ 38,729	\$ -
Fringe Benefits	\$ 22,997	\$ 3,333	\$ 22,997	\$ -
Total Personnel	\$ 61,725	\$ 10,069	\$ 61,725	\$ -
Non-Personnel				
Services	\$ 5,489	\$ 394	\$ 5,489	\$ -
Fuel/Lubricants	\$ 7,516	\$ 690	\$ 7,516	\$ -
Parts	\$ 2,633	\$ 475	\$ 2,633	\$ -
Other	\$ 6,636	\$ 869	\$ 6,692	\$ (56)
Total Non-Personnel	\$ 22,274	\$ 2,428	\$ 22,330	\$ (56)
Grand Total Expenses	\$ 83,999	\$ 12,497	\$ 84,055	\$ (56)
Net Income/Deficit From Operations & Subsidies	\$ (815)	1,501	\$ (742)	\$ 73

Financial Statement Highlights



Rochester Genesee Regional
Transportation Authority

FINANCIAL STATEMENTS



FOR THE YEARS
ENDED
MARCH 31,
2014 AND 2013

A Component Unit of
the State of New York

- Overall financial position has improved
- Continued significant investment in our Infrastructure
- Continued growth in customer fare and special transit fare revenues

Audit Highlights



- Auditor's Opinion was Unmodified
- Required Communications Letter Issued
- No Internal Control Findings

Condensed Schedule of Net Position

(in millions)



	2014	2013	% age Δ
Assets:			
Current and Other	\$ 60.4	\$ 69.6	-13.2
Capital, net of accumulated depreciation	156.4	112.1	39.5
Total assets	216.8	181.7	19.3
Liabilities:			
Current	16.0	21.8	-26.6
Long Term	35.3	30.0	17.7
Total liabilities	51.3	51.8	-1.0
Deferred inflows	0.1	0.2	-50.0
Net position:			
Net investment in capital assets	156.3	112.0	39.6
Unrestricted	9.1	17.7	-48.6
Total net position	165.4	129.7	27.5

Condensed schedule of revenue, expense and change in net position

(in millions)

	2014	2013	% age Δ
Total operating revenue	\$30.4	\$29.5	3.1
Operating expenses:			
Salaries and benefits	64.9	62.7	3.5
Non-personnel	21.5	21.2	1.4
Total operating expenses	86.4	83.9	3.0
Loss from operations	(56.0)	(54.4)	
Non-operating income	6.7	8.0	-16.2
External Operating Assistance	46.5	44.7	4.0
Capital Contribution	52.5	32.4	62.0
Change in net position	35.7	19.6	
Net position, beginning	129.7	110.1	
Net position, end	165.4	129.7	

Condensed schedule of cash flow

(in millions)



	2014	2013
Net cash flow from operations	\$(50.1)	\$(52.2)
Net cash flow from noncapital and financing	51.1	55.6
Net cash flow from capital and related financing	(7.0)	(4.4)
Net cash flow from investing	3.0	(0.6)
Change in cash and short-term investments	(3.0)	(1.6)
Cash and short-term investments, beginning	18.7	20.2
Cash and short-term investments, end	15.7	18.7

Notes to the Financial Statements



- Changes to Prior Year Notes
 - Additions
 - ✦ Note #15 – Condensed Financial Information
 - ✦ Note #16 – Subsequent Event
 - Deletions
 - ✦ None

CEO Report

Presented by: Bill Carpenter, CEO

Chief Executive Officer Report



- **TOPS Highlight**
- Project Highlight
 - Ontario County
 - Transit Center Update
 - Park and Ride/Suburban Route Changes Update
- Miscellaneous
 - Paratransit Update

TOPS Pillar: Service Quality



On-Time Performance

Total TOPS Points:

20.0

1st Quarter Goals and Points:

	OTP Goals	Goal Points	Max Points	Min Points
On-Time Performance - RTS	90.5%	19.00	24.70	13.30
On-Time Performance - Lift Line	93.0%	0.40	0.52	0.28
On-Time Performance - BBS	92.0%	0.10	0.13	0.07
On-Time Performance - LATS	95.0%	0.10	0.13	0.07
On-Time Performance - OTS	95.0%	0.10	0.13	0.07
On-Time Performance - STS	95.0%	0.10	0.13	0.07
On-Time Performance - WATS	95.0%	0.10	0.13	0.07
On-Time Performance - WYTS	95.0%	0.10	0.13	0.07
Total SPI Score		20.00	26.00	14.00

1st Quarter Summary



- Successful 1st quarter
- Exceptional results at RTS
 - New quarterly record and the first time at 93%
 - Third successive record setting quarter
- Five subsidiaries exceeded their 2014 goal
- Four subsidiaries improved over their 1st quarter 2013 results.

1st Quarter On-Time Performance



	Goal 2014	1st Qtr. 2014	1st Qtr. 2013	Pct. Change from 1 st Qtr. 2013	
RTS	90.5%	93.0%	88.8%	4.73%	↑
Lift Line	93.0%	94.6%	91.7%	3.16%	↑
BBS	92.0%	88.8%	76.2%	16.54%	↑
LATS	95.0%	95.9%	98.6%	-2.74%	↓
OTS	95.0%	94.8%	95.8%	-1.04%	↓
STS	95.0%	96.4%	94.6%	1.90%	↑
WATS	95.0%	96.8%	98.2%	-1.43%	↓
WYTS	95.0%	94.5%	98.5%	-4.1%	↓

TOPS Metric: OTP



JOSEPH JABLONSKI
VP OF RESEARCH & DEVELOPMENT

Understanding the RTS Process



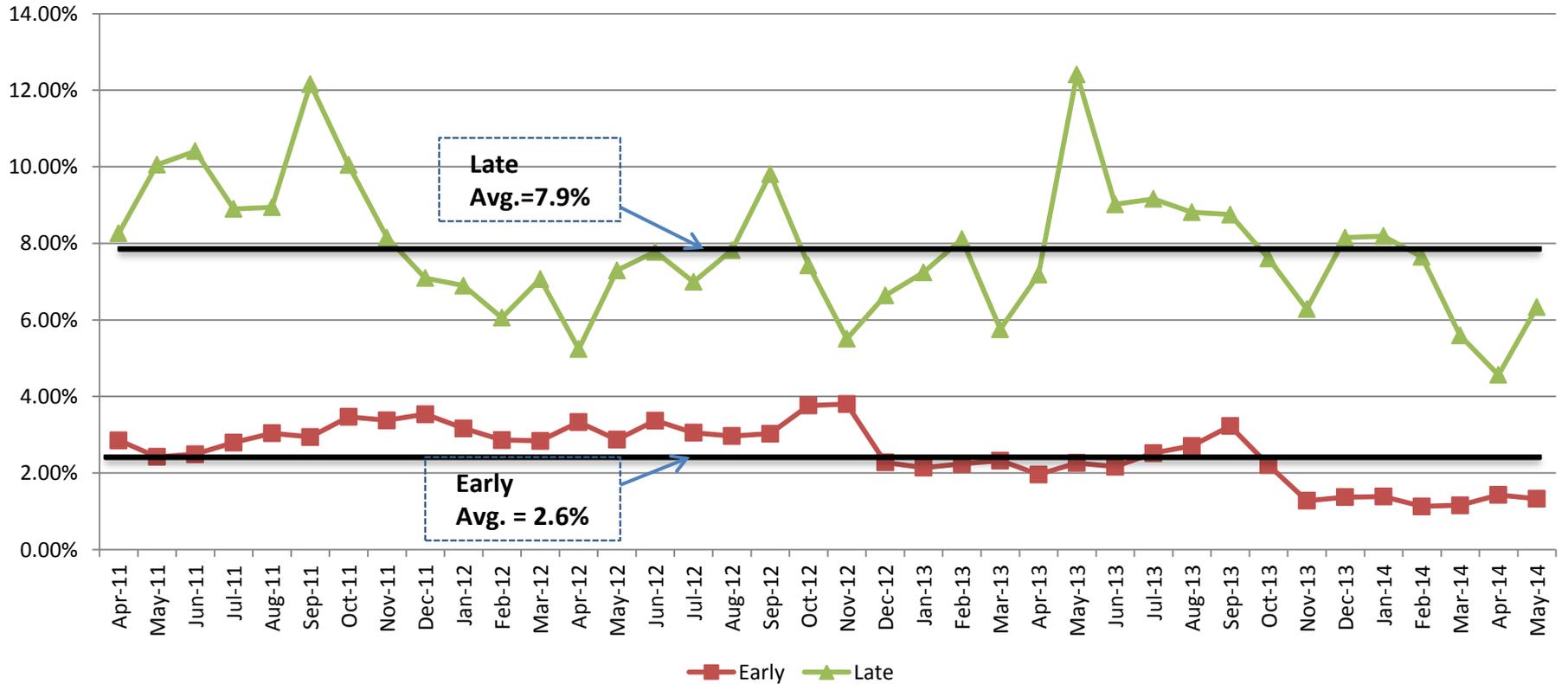
- How we define OTP
- How we measure OTP
- Radio control monitors OTP in real time
- Daily performance is reported including the days uncontrolled events and distributed to the appropriate departments.
- Weekly meetings occur to monitor performance.
- On-going follow-up occurs at the operator level through our coaches and system wide by the members of the OTP team.

Our Challenge and Results

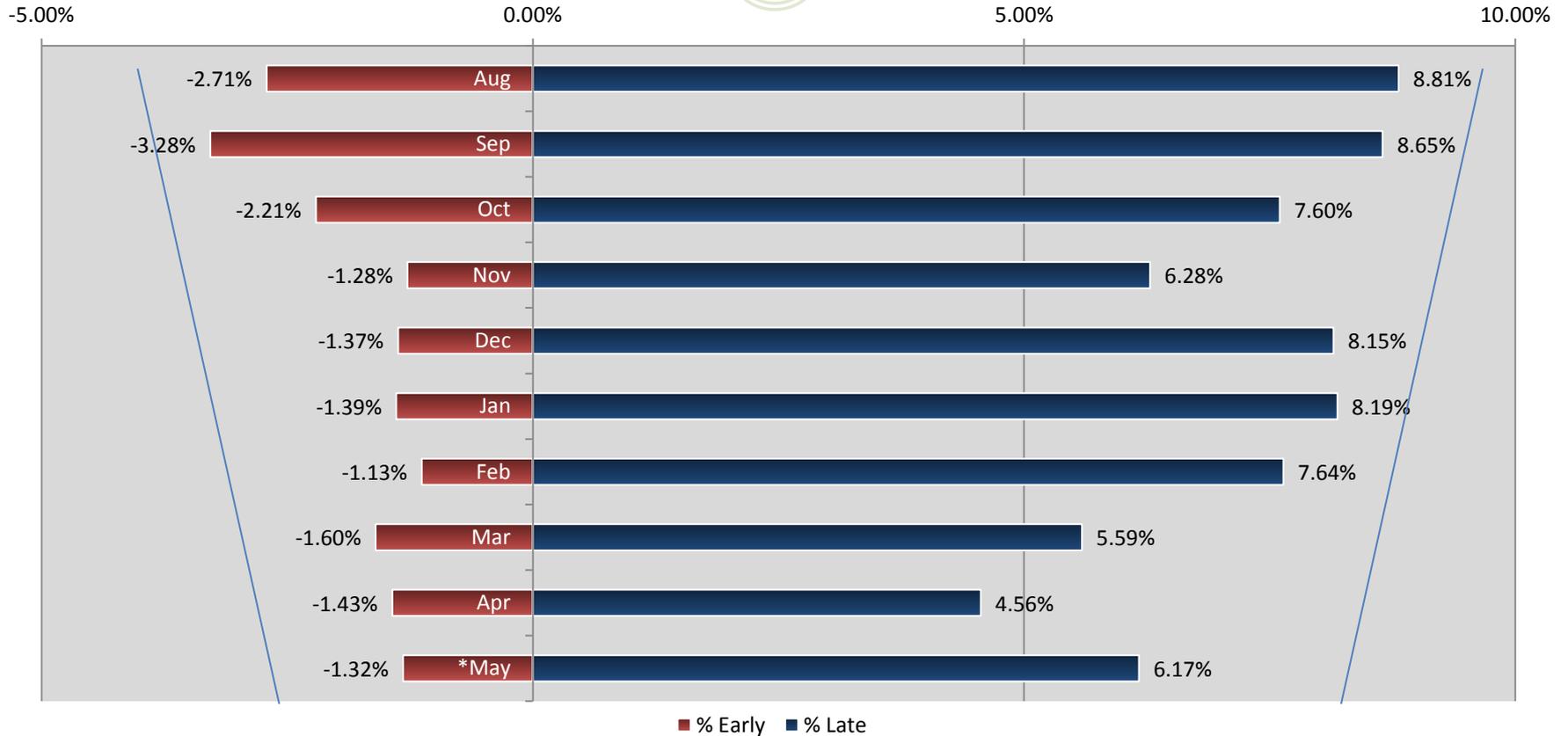


- Challenge was to continue improving OTP.
- Goals – October 2013.
 - Earlies below 2%
 - Limit our variation
 - Improve our consistency by having 60 out of the next 90 days below 2%
- Historical Results
 - Few days below 2%
- Used our process improvement tools, skills and coaches on operators, scheduling and technology problems to change our performance.
- Results were dramatic!
 - Improved OTP, including 141 straight days with Earlies below 2%!
 - Succeeded in constraining our variation.
 - Improved consistency

Early/Late Performance



Variation Reduction



Takeaways



- OTP is still the Number 1 concern of our customers!
- Technology provides actionable information!
- OTP results have improved and become more reliable!
- Strong Leadership + Strong Process + Engaged Employees = Dramatic Improvement

- Questions??

Chief Executive Officer Report



- TOPS Highlight
- **Project Highlight**
 - **Ontario County**
 - Transit Center Update
 - Park and Ride/Suburban Route Changes Update
- Miscellaneous
 - Paratransit Update

Ontario County



DANIELE COLL-GONZALEZ
CHIEF OPERATING OFFICER

Ontario County

On May 8, 2014, Ontario County Officials voted to join RGRTA.

We will begin operating service in Ontario County on August 1, 2014.

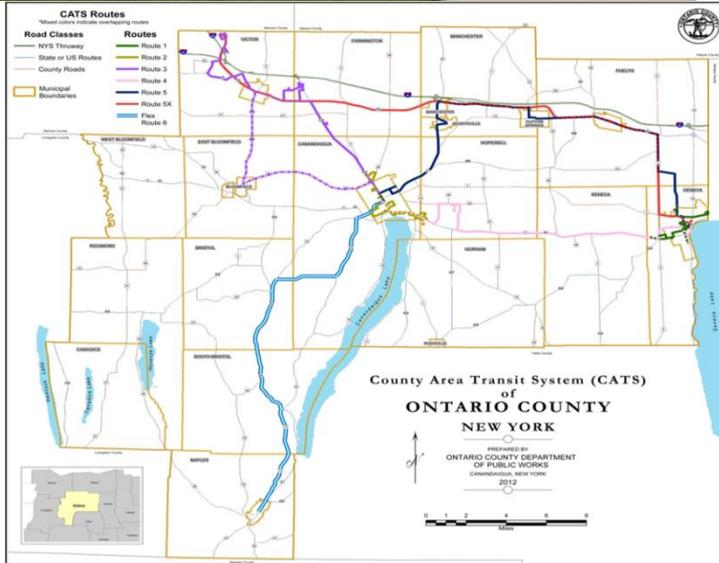
We have an internal project team and a detailed work plan leading us to August 1st



Current Operation



- County sub-contracts for public transportation with MV Transportation
- 2012 and 2013 Rural Public Transit System of the Year
- 17 Fixed Routes (includes 8 routes with Ontario ARC)
- 7 days a week for fixed routes
- Dial-a-ride
- Paratransit
- Wegmans Seniors Shoppers Route
- Fleet size 40 + 10 Ontario ARC
- MV staffing size of 75





Operational Transition Plan

Agreements



Discussion with Partners (Wegmans, FLBS)



Asset Transfers



Employment Transition



Rebranding & Communications

TIMELINE: Key Dates

Final Timeline

- July 11, 2014: File for subsidiary
- All employment and staff confirmed for orientation week of July 24th
- Set up of Assets and Operations: July 31st

**Assume Operations
August 1st**





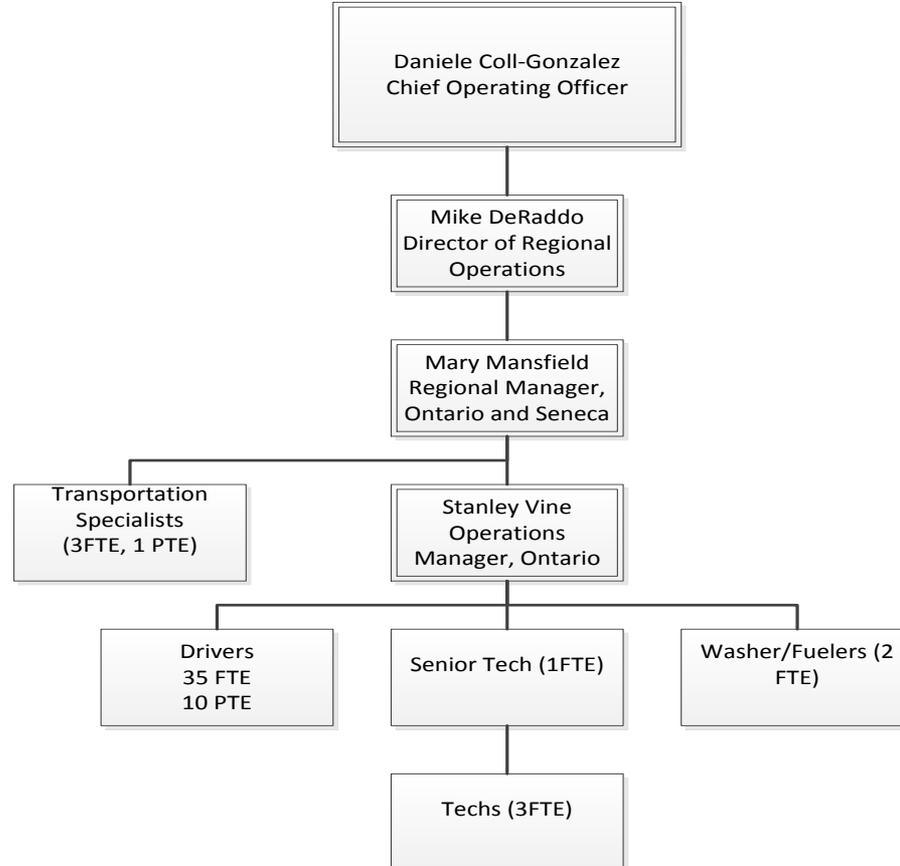
County Area Transit System-August 1st

- Commitment to the current fixed route service at transition
- Current fare structure remains the same on August 1st
- Bus stops, bus shelters will remain in the same locations
- West Ave Transit Hub will continue
- Dial a ride service will still be available





Staffing Plan





Post Transition Plan

Rebranding



Community Engagement



Needs Assessment & Service Audit



Service Revisions



Communications



Chief Executive Officer Report



- TOPS Highlight
- **Project Highlight**
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 - **Transit Center Update**
 - Park and Ride/Suburban Route Changes Update
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Renaissance Square

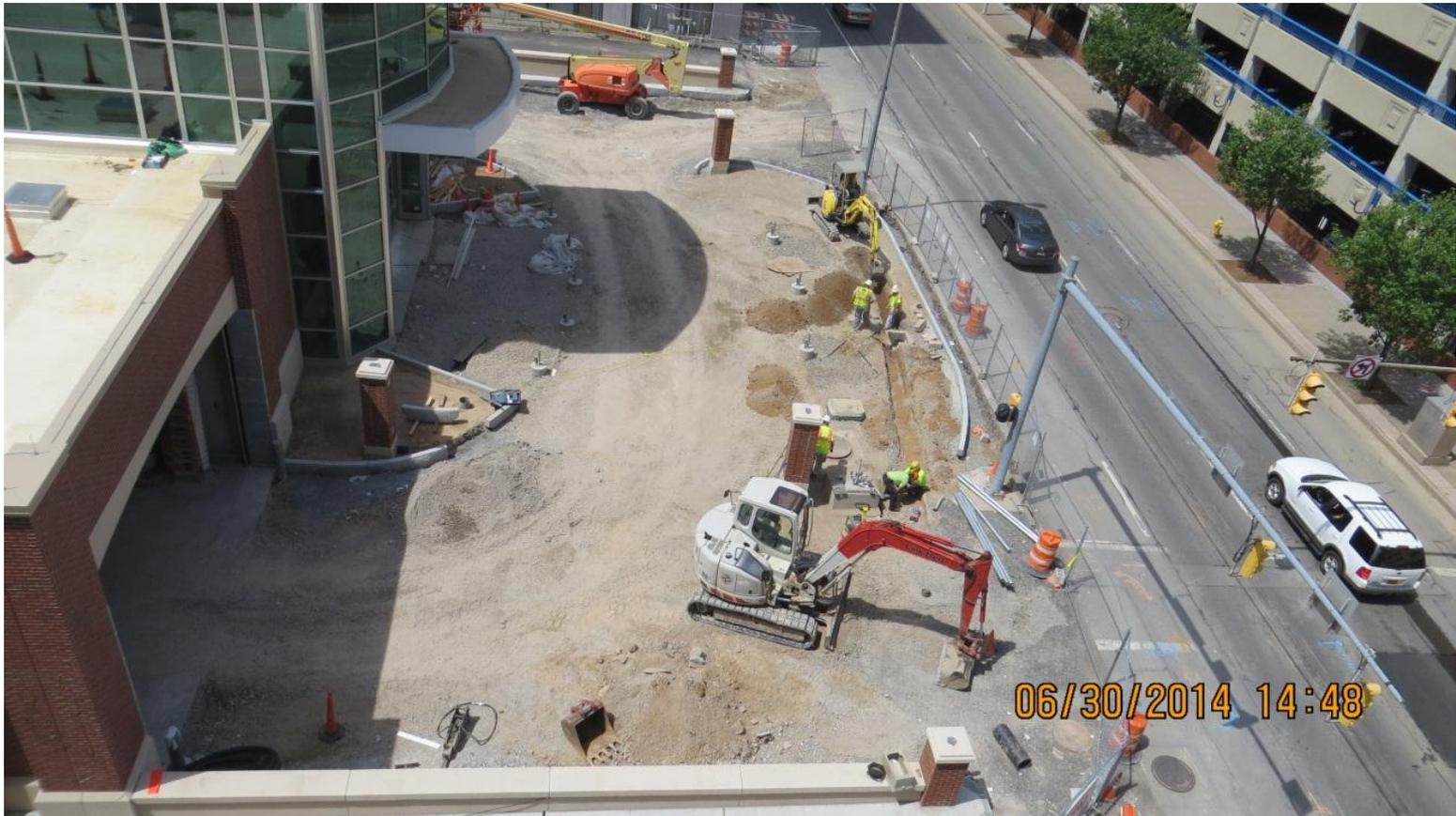
Transit Center Project Update



85% Complete



Description	Date
Structural Work Complete	10/9/2013
Motion Wall Framing Complete	12/27/2013
Enclosure Complete	1/3/2014
Concourse Ceiling Complete	4/4/2014
MEP Finishes Complete	6/30/2014
Terrazzo Floor Complete	7/18/2014
Architectural Finishes Complete	9/30/2014
Commissioning Complete	10/15/2014
Beneficial Use	10/20/2014
Transit Center Opening	11/28/2014
Punch List Complete	12/4/2014

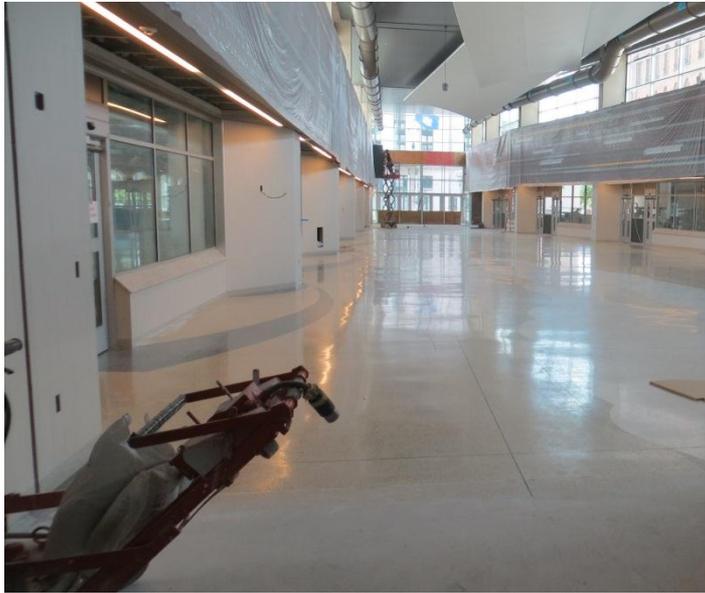
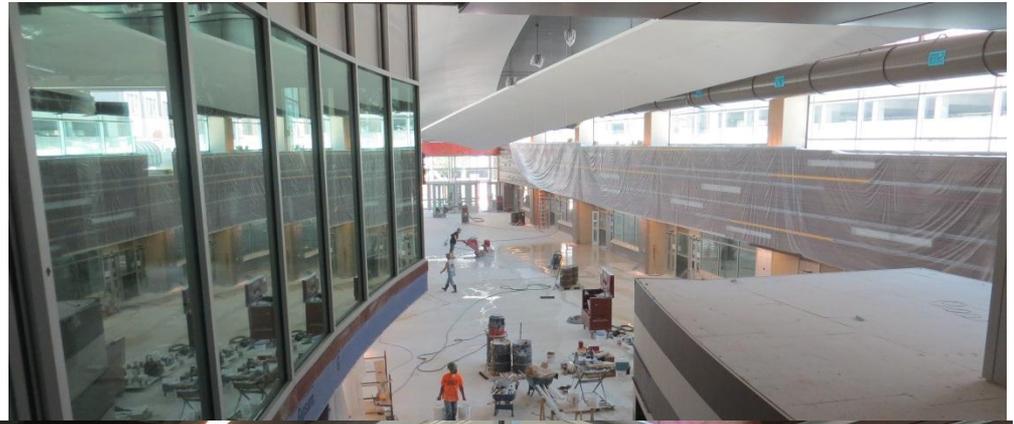


- Site work on the plazas and bus way drives is in process

- Drop ceiling in Operations building complete
- Flooring to start next week



- The Terrazzo floor is being polished
- Tile work is nearing completion

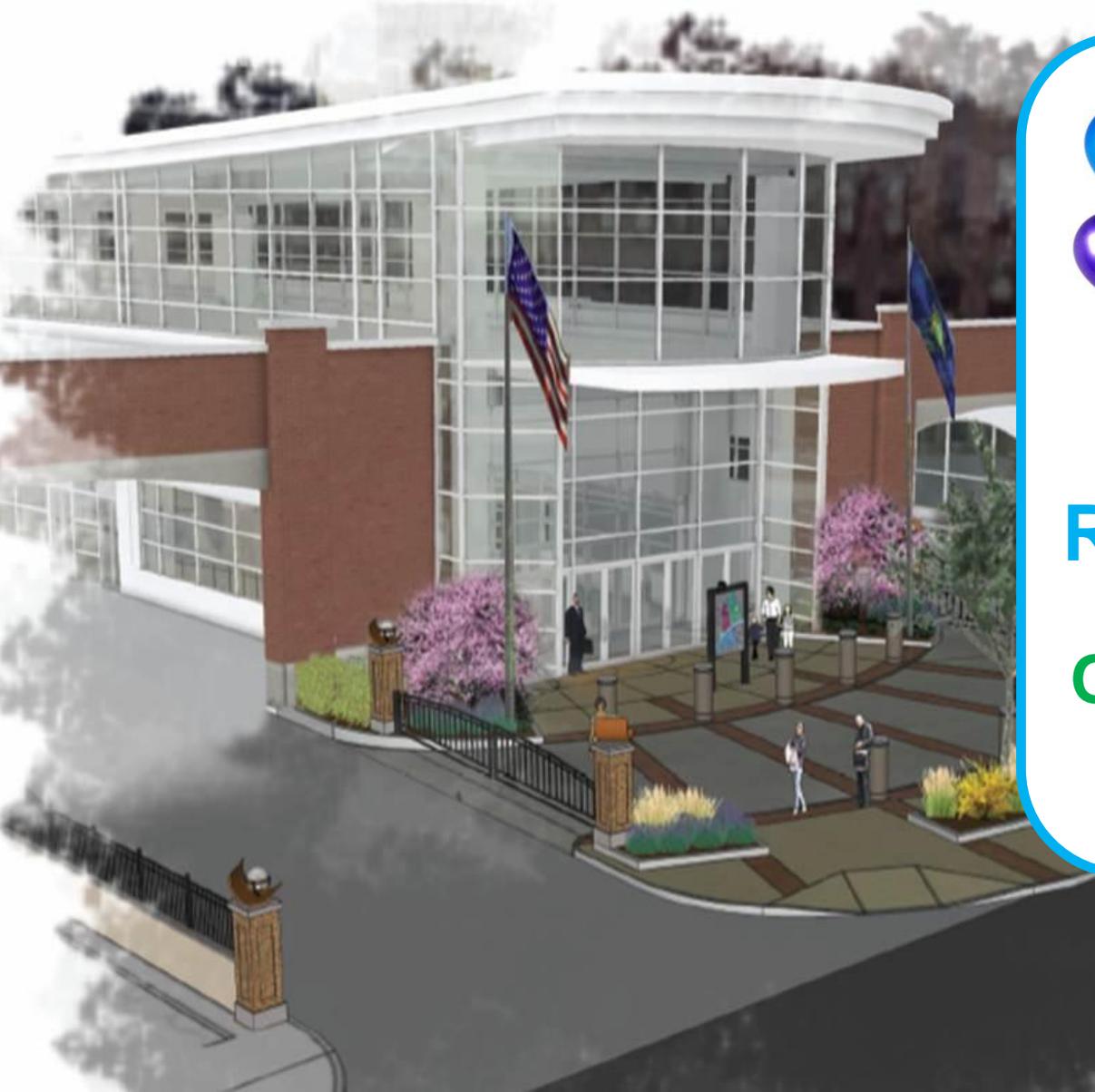


TRANSIT CENTER TRAINING HOURS

Training Type	Total Hours	Hours Utilized	Remainder	Notes
Classroom Sessions	2932	906	2026	(906) hours is Operators and Dispatchers classroom) – other audiences continue through October
Walk Through Sessions @ Transit Center	2312	0	2312	Begin 7/16 and will continue through August
Driving Parking @ Transit Center	1383	0	1383	Begin 8/20 and will continue through October
Simulator Training	171	126	45	Make-up sessions currently underway – will continue until completed

TRANSIT CENTER STAFFING

POSITION	START DATE	NOTES
TRANSIT CENTER SUPERVISORS (FT-5)	07/07/2014	INTERNAL HIRES TRAINING FROM JULY-NOVEMBER
TRANSIT CENTER SUPERVISORS (PT-4)	08/04/2014	EXTERNAL HIRES TRAINING FROM SEPTEMBER-NOVEMBER
TRANSIT CENTER MONITORS (FT-5)	08/04/2014	INTERNAL HIRES TRAINING FROM AUGUST-NOVEMBER
CUSTOMER SERVICE REPS (PT-3)	09/08/2014	EXTERNAL HIRES TRAINING STARTS SEPTEMBER-OCTOBER
AMBASSADORS (32)	10/01/2014	TRAINING STARTS EARLY OCTOBER



We're going



places

The new RTS Transit Center

Dedication & Ribbon Cutting

October 20, 2014
12 noon

Chief Executive Officer Report



- TOPS Highlight
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 - **Park and Ride/Suburban Route Changes Update**
- Miscellaneous
 - Paratransit Update

Suburban Park & Ride



- The approved urban route structure changes outline that the Transit Center will be the main boarding, alighting, and transfer point for all routes.
- The Suburban and Park & Ride service changes are being proposed to ensure service parity across all Route classes.
- This creates an increase in fare for anyone traveling through the downtown area who is not using an unlimited ride pass. This condition triggers the need for a public hearing under both Title VI and the NYS Public Authorities Law.

Suburban Park & Ride



- Two Public Information Sessions have been scheduled during July, and will provide customers the opportunity to weigh in and ask questions about the proposed updates. An official Public Hearing is scheduled for July 19 to formally present the proposal and accept comments on the public record. The Plan is then submitted to the RGRTA Board of Commissioners for review and approval.

<u>Suburban/P&R</u> THU-7/10 11:30AM-1:00PM	Central Library of Rochester & Monroe County, 1st floor, Kate Gleason Auditorium , 115 South Ave., Rochester, NY
<u>Suburban/P&R</u> THU-7/17 11:30AM-1:00PM	St. Mary's Church, 15 St. Mary's Place, Rochester, NY 14607

Chief Executive Officer Report



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 - **Paratransit Update**

Paratransit Plan



RGRTA is updating its paratransit service plan in an effort to improve service, and invites customers to learn about the proposal and provide input.

- We are updating our service plan to provide a better customer experience and to respond to the needs of the ADA population and to reflect a change to the Authority's scope with the addition of Ontario County on August 1.
- Whenever updates are planned, the Federal Transportation Authority requires that the public be informed through a Public Hearing.
- Four Public Information Sessions have been scheduled during July, and will provide customers the opportunity to weigh in and ask questions about the proposed updates. An official Public Hearing is scheduled for July 19 to formally present the proposal and accept comments on the public record. The Plan is then submitted to the RGRTA Board of Commissioners for approval.



Public Information Sessions

DATE	TIME	LOCATION
TUESDAY, JULY 8TH	6:00 PM- 8:00 PM	ABVI (Association for the Blind and Visually Impaired) 422 S. Clinton Avenue 2 nd Floor conference Rm
THURSDAY, JULY 10TH	6:00 PM – 8:00 PM	RGRTA 1372 E. Main Street Board Room #116
SATURDAY, JULY 12TH	1:00 PM – 3:00 PM	ARC OF MONROE 2657 W. Henrietta Rd Community Room
 MONDAY, JULY 14TH	6:00 PM – 8:00 PM	GATES TOWN HALL 1605 Buffalo Road Annex Room

RGRTA Roдео & Family Fun Day June 21st 2014



Miscellaneous



- Annual Interview with Bonadio to discuss any potential fraud risks
- Attended Senator Schumer Press Conference
- Participated in Conference Call dealing with transportation of Medicaid recipients in rural counties
- Participated in the APTA Board Meeting
- Chaired the FLREDC work group meeting
- Attended the GTC Board Meeting
- Held a Six Pack Meeting with Employees
- Met with Nelson Leenhouts, CEO of Home Leasing, to discuss East Main Street improvements
- Traveled to Washington DC to speak with Senator Schumer' staff
- Held Customer Town Hall Meeting
- Company SWOT performed by Barbara Gannon
- Presented on the Region's Infrastructure & Transportation Projects at the FLREDC Meeting
- Met with City Commissioner of Environmental Services Norman Jones



ROCHESTER GENESEE REGIONAL TRANSPORTATION AUTHORITY
BOARD OF COMMISSIONERS
AGENDA ITEM COVER SHEET

Board Meeting Date:	July 10, 2014
Presenter:	Daniele Coll-Gonzalez
Subject:	Resolution approving the establishment of County Area Transit System, Inc. as a subsidiary of Rochester Genesee Regional Transportation Authority.
Background:	Pursuant to Section 1299-hh of the Public Authorities Law, The Authority desires to establish County Area Transit System, Inc. as a public benefit subsidiary corporation for the purpose of operating public transportation in Ontario County, New York.
Financial Impact:	There is no financial impact to this action.
Recommendation:	The CEO is granted authority to execute the Certificate of Incorporation.



RESOLUTION: RGR TA 36-2014

**RESOLUTION APPROVING THE ESTABLISHMENT OF
COUNTY AREA TRANSIT SYSTEM, INC. AS A PUBLIC BENEFIT
SUBSIDIARY OF ROCHESTER GENESEE REGIONAL TRANSPORTATION AUTHORITY**

WHEREAS, pursuant to 1299- hh (1) of the New York Public Authorities Law, the Rochester-Genesee Regional Transportation Authority (the "Authority") seeks to establish County Area Transit System, Inc. as a public benefit subsidiary corporation; and

WHEREAS, the purpose of the subsidiary is to provide public transportation in Ontario County; and

WHEREAS, the corporation shall acquire, hold, own, lease, establish, construct, effectuate, operate, maintain, renovate, improve, extend and repair certain omnibus and related facilities and equipment in the furtherance of the powers and duties of the Authority; and

WHEREAS, the corporation shall exercise or perform, as a separate entity for the convenience of the Authority, certain fiscal, managerial, and operational powers, duties, functions, and activities separate from other transportation facilities owned, leased, established, constructed, operated, maintained, or improved by the Authority; and

WHEREAS, the corporation shall be a body polity can corporate and to have all those powers vested in the Authority by the provisions of Article V, Title 11-B, of the Public Authorities Law, except the power to contract indebtedness; and

WHEREAS, the duration of this corporation shall be perpetual.

NOW, THEREFORE, BE IT RESOLVED, that the Chief Executive Officer and his designee are hereby authorized, empowered and directed, for and on behalf of the Authority, to execute the Certificate of Incorporation establishing County Area Transit System, Inc.

CERTIFICATION

The undersigned hereby certifies that the above is an excerpt from the Minutes of a Regular Meeting of Rochester Genesee Regional Transportation Authority, which was held on July 10, 2014, and that the Resolution is still in full force and effect.

James Redmond, Chairman

Date: July 10, 2014
Rochester, New York

**BYLAWS
OF
COUNTY AREA TRANSIT SYSTEM, INC.**

Pursuant to the authority contained in Subdivision 5 of Section 1299-gg and Subdivision 5 of Section 1299-hh of the Public Authorities Law of the State of New York, COUNTY AREA TRANSIT SYSTEM INC. (the "Corporation") hereby approves the following Bylaws for the regulation of its activities:

ARTICLE I. - OFFICES

The principal office of the Corporation shall be in the City of Rochester, County of Monroe, State of New York, The Corporation may also have offices at such other places within or without the State of New York as the Board of Directors may from time to time determine or the business of the Corporation may require.

ARTICLE II. - MEETINGS

SECTION 1. PLACE OF MEETINGS

Meetings of Directors shall be held at the principal office of the Corporation or at such place within or without the State of New York as the Board of Directors shall authorize.

SECTION 2. ANNUAL MEETING

The annual meeting of the Board of Directors shall be held each year on such day in the month of May and at such time as shall be designated by the Board. The Directors shall elect officers and transact such other business as may properly come before the meeting.

SECTION 3. SPECIAL MEETINGS

Special Meetings of the Board of Directors may be called by the President or the Chief Executive Officer and shall be called by the President, the Chief Executive Officer, or the Secretary at the request in writing of a majority of the Board of Directors. Such request shall state the purpose or purposes of the proposed meeting. Business transacted at a special meeting shall be confined to the purposes stated in the notice, provided that in the event every Director of the Corporation is present, the Directors may unanimously agree to decide matters other than those specifically stated in the notice.

SECTION 4. REGULAR MEETINGS

The Board of Directors may hold regular meetings at the principal office of the Corporation at such times or at such other places and at such frequencies as it may by resolution determine is necessary or appropriate.

SECTION 5. NOTICE OF MEETINGS

The annual and all regular meetings of the Board of Directors may be held without notice at such time and place set forth herein or as the Board of Directors shall from time to time determine at least ten (10) days prior thereto by resolution. Special meetings of the Board of Directors shall be held upon actual notice to each Director by the President, the Chief Executive Officer, or the Secretary. For the purposes of this Section 5 of Article II, actual notice of a special meeting shall be deemed to have been given to a Director if the requisite notice, addressed to the Director at his place of residence or business, is deposited in a post office box regularly maintained by, and under the care of, the United States Postal Service at least seventy-two (72) hours prior to the time fixed for such meeting or if the Director receives the requisite notice by personal delivery telegram or like mode or by telephone communication at least one (1) day prior to the time fixed for such meeting.

SECTION 6. WAIVERS OF NOTICE

Notice of a meeting need not be given to any Director who signs a waiver of notice, whether before or after the meeting. The attendance of any Director at a meeting, in person, without protesting the lack of notice of such meeting prior to the conclusion of such meeting, shall constitute a waiver of notice by him.

SECTION 7. ADJOURNMENTS

A majority of the Directors present, whether or not a quorum is present, may adjourn any meeting of the Board of Directors to another time and place. Notice of the adjournment shall be given all Directors who were absent at the time of the adjournment and, unless such time and place are announced at the meeting, to the other Directors.

SECTION 8. QUORUM OF DIRECTORS

Unless otherwise provided by law, a majority of the whole Board of Directors shall constitute a quorum for the transaction of any business or of any specified item of business. When a quorum is once present to organize a meeting, it is not broken by the subsequent withdrawal of any Directors.

SECTION 9. ACTION OF BOARD

Unless otherwise required by law, the vote of a majority of the Directors present at the time of the vote, if a quorum is present at such time, shall be the act of the Board of Directors. Each Director present shall have one vote.

SECTION 10. ACTION BY WRITTEN CONSENT AND CONFERENCE TELEPHONE

(a) Any action that may be taken by vote of the Board of Directors at a duly called meeting may be taken without a meeting on written consent, setting forth the action so taken, signed by all of the Directors.

(b) Any action that may be taken by vote of the Board of Directors may be taken at a meeting at which one or more (including all) of the Directors participate by means of a conference telephone or similar communications equipment allowing all persons participating in the meeting to hear each other at the same time. Participation by such means shall constitute presence in person at the meeting.

SECTION 11. PRESIDING OFFICERS AT MEETINGS

At all meetings of the Board of Directors, the President, or in his absence the Vice President or other duly elected officer, shall preside, provided, however, that in the event a special meeting is called by the Chief Executive Officer he shall preside.

ARTICLE III. - DIRECTORS

SECTION 1. BOARD OF DIRECTORS

The business of the Corporation shall be managed by its Board of Directors, each of whom shall be a Commissioner of the Rochester-Genesee Regional Transportation Authority (the "Authority") duly appointed by the Governor of the State of New York by and with the advice and consent of the Senate of the State of New York.

SECTION 2. INITIAL APPOINTMENT AND TERM OF DIRECTORS

Each Commissioner of the Authority shall become a Director of the Corporation immediately upon his appointment and qualification to the Authority and shall hold office until he resigns, is disqualified, or is removed as a Commissioner of the Authority. However, should a Commissioner be disqualified by not being reappointed upon the expiration of his term as a Commissioner of the Authority, he shall continue to hold the office of Director of this Corporation until his successor has been appointed and shall have qualified. Otherwise, Directors' terms shall be identical to those established in accordance with Section 1299-dd-2 of the Public Authorities Law of the State of New York for Commissioners of the Authority.

SECTION 3. NEWLY CREATED DIRECTORSHIPS AND VACANCIES

Newly created directorships resulting from an increase in the number of Commissioners of the Authority and vacancies occurring on the Board of Directors for any reason shall be filled by such new member or successor appointee upon appointment and qualification as a Commissioner of the Authority.

SECTION 4. REMOVAL

Any or all of the Directors shall be deemed to have been removed as Directors of this Corporation should the Governor remove such Director as a Commissioner of the Authority for inefficiency, neglect of duty, or misconduct in office pursuant to Section 1299-dd-8 of the Public Authorities Law.

SECTION 5. RESIGNATION

A Director of the Corporation shall be deemed to have resigned upon the date of his resignation as a Commissioner of the Authority. No written notice of said resignation need be given to the Board of Directors of this Corporation to make such resignation effective.

SECTION 6. EXECUTIVE AND OTHER COMMITTEES

The Board of Directors, by resolution adopted by a majority of the Board, may designate from among its members an executive committee and other committees, each consisting of three (3) or more Directors. Each committee shall serve at the pleasure of the Board of Directors.

ARTICLE IV. - OFFICERS

SECTION 1. OFFICES, ELECTION, TERM

(a) The Board of Directors may elect or appoint a President, one or more Vice Presidents, and a Secretary, and such other officers as it may determine necessary, who shall have such duties, powers, and functions as hereinafter provided. Any number of offices may be held by the same person except the offices of President and Secretary or Assistant Secretary. The officers need not be Directors of the Corporation.

(b) All officers shall be elected or appointed by the Board of Directors to hold office until the annual meeting of the Board of Directors.

(c) Each officer elected or appointed by the Board of Directors shall hold office for the term for which he is elected or appointed and until his successor has been elected or appointed and qualified.

SECTION 2. REMOVAL, RESIGNATION

(a) Any officer elected or appointed by the Board of Directors may be removed by the Board of Directors with or without cause.

(b) In the event of the death, resignation, or removal of an elected or appointed officer, the Board of Directors in its discretion may elect or appoint a successor to fill the unexpired term.

SECTION 3. PRESIDENT

The President shall preside at all meetings of the Board of Directors. He shall see that all orders and resolutions of the Board of Directors are carried into effect and shall perform such duties as may be assigned to him from time to time by the Board of Directors.

SECTION 4. VICE PRESIDENTS

During the absence or disability of the President, the Vice President, or if there is more than one, any of them, shall have all the powers and functions of the President. Each Vice

President shall perform such other duties as may be assigned to him from time to time by the Board of Directors.

SECTION 5. SECRETARY

The Secretary shall:

- (a) attend all meetings of the Board of Directors;
- (b) record all votes and minutes of all proceedings in a book to be kept for that purpose;
- (c) give or cause to be given notice of all meetings where notice is required;
- (d) keep in safe custody the seal of the Corporation and affix it to any instrument when authorized by the Board of Directors;
- (e) keep all the documents and records of the Corporation as required by law or otherwise in a proper and safe manner;
- (f) perform such other duties as may be assigned to him from time to time by the Board of Directors.

SECTION 6. ASSISTANT SECRETARY

During the absence or disability of the Secretary, the Assistant Secretary, or if there are more than one, any of them, shall have all the powers and functions of the Secretary.

ARTICLE V. - ADMINISTRATIVE OFFICERS; DUTIES

SECTION 1. GENERAL POWER

Subject to the provisions of Section 2 of Article V below, the Board of Directors shall appoint a Chief Executive Officer and such other administrative officers and employees as the Board of Directors may require for the performance of its duties. Each such administrative officer or employee shall have the duties and responsibilities set forth in this Article V or as may from time to time be established by the Board of Directors.

SECTION 2. CHIEF EXECUTIVE OFFICER

The Chief Executive Officer shall:

- (a) be the Chief Executive Officer of the Authority;
- (b) exercise supervision and control of all the administrative and operational functions of the Corporation and its staff;
- (c) hire and dismiss the staff employees of the Corporation, including but not limited to the Treasurer and the Assistant Treasurer, if any;

- (d) carry into effect all resolutions and orders of the Board of Directors;
- (e) render to the Board of Directors at any meeting of the Board of Directors or to the Board of Directors or the Executive Committee at any other reasonable time a report on the administrative and operational affairs of the Corporation;
- (f) attend all meetings of the Board of Directors and of the Executive Committee and such other committee meetings which he is requested by the chairman of such committee to attend;
- (g) perform such other duties as may be assigned to him from time to time by the Board of Directors.

SECTION 3. TREASURER

The Treasurer shall:

- (a) have the custody of the corporate funds and securities;
- (b) keep full and accurate accounts of receipts and disbursements in the corporate books;
- (c) deposit all money and other valuables in the name and to the credit of the Corporation in such depositories as may be designated by the Board of Directors;
- (d) disburse the funds of the Corporation as may be duly ordered or authorized and preserve proper vouchers for such disbursements;
- (e) render to the President and the Board of Directors at the regular meetings of the Board of Directors, or whenever they or the Chief Executive Officer requires, an account of all his transactions as Treasurer and of the financial condition of the Corporation;
- (f) render a full financial report at the annual meeting of the Board of Directors if so requested;
- (g) be furnished by all corporate officers and agents at his request, with such reports and statements as he may require as to all financial transactions of the Corporation;
- (h) perform such other duties as may be assigned to him from time to time by the Chief Executive Officer or the Board of Directors.

SECTION 4. ASSISTANT TREASURER

During the absence or disability of the Treasurer or when prescribed by the Board of Directors, the Assistant Treasurer, or if more than one, any of them, shall have all the powers and functions of the Treasurer.

SECTION 5. BONDING OF OFFICERS

The Treasurer, the Assistant Treasurer, if one be appointed, the Controller, if one be appointed, the Chief Executive Officer, and such other officers, staff employees, and agents of the Corporation as the Board of Directors may require shall execute to the Corporation a bond, in such amount and with such surety or sureties as the Board of Directors may require, for the faithful performance of their duties to the Corporation, including responsibility for negligence and for the accounting of all property, funds, or securities of the Corporation which may come into their possession. The premiums for such bonds shall be paid by the Corporation.

ARTICLE VI. - MISCELLANEOUS

SECTION 1. SEAL

The seal of the Corporation shall be circular in form and bear the name of the Corporation, the year of its organization, and the words "Corporate Seal, New York." The seal may be used by causing it to be impressed directly on the instrument or writing to be sealed, or upon adhesive substance affixed thereto. The seal on any obligation of the Corporation for the payment of money may be a facsimile, engraved or printed.

SECTION 2. EXECUTION OF INSTRUMENTS

All instruments and documents of the Corporation shall be signed or countersigned, executed, verified, or acknowledged by such officer or officers or other person or persons as the Board of Directors may from time to time designate.

SECTION 3. FISCAL YEAR

The fiscal year of the Corporation shall begin on the first day of April and end on the thirty-first day of March of the succeeding year.

SECTION 4. INDEMNIFICATION

(a) To the full extent permitted by law, the Board of Directors may indemnify any person made, or threatened to be made, a party in any civil or criminal action or proceeding by reason of the fact that he, his testator, or his intestate is or was a Director or an officer (whether holding such position by virtue of election or appointment under Article IV or Article V above) of the Corporation, against the reasonable expenses, including attorneys' fees, actually and necessarily incurred by him in connection with the defense of such action, or in connection with an appeal therein, except in relation to matters as to which such Director or officer is adjudged to have breached his duty to the Corporation as described in Subsection (b) of Section 4 of Article VI.

(b) Directors and officers of the Corporation shall discharge the duties of their respective positions in good faith and with that degree of diligence, care and skill which ordinarily prudent men would exercise under similar circumstances.

(c) The indemnification which may be provided by the Board of Directors pursuant to Subsection (a) above shall in no case include (i) amounts paid in settling or otherwise disposing of a threatened action, or a pending action with or without court approval, or (ii) expenses incurred in defending a threatened action, or a pending action which is settled or otherwise disposed of without court approval.

SECTION 5. AMENDMENT OF BYLAWS

The Bylaws may be amended or repealed by vote of a majority of the Directors in the manner prescribed for any action by the Board of Directors hereunder.

CERTIFICATE OF INCORPORATION

OF

COUNTY AREA TRANSIT SYSTEM, INC.

Pursuant to Section 1299-hh of the Public Authorities Law

THE UNDERSIGNED, being a natural person at least eighteen (18) years of age, acting as incorporator of the public benefit subsidiary corporation hereby being formed under the Public Authorities Law, does hereby certify that:

FIRST: The name of the corporation is County Area Transit System, Inc.

SECOND: The Corporation is being formed for the following purposes:

1. To acquire, hold, own, lease, establish, construct, effectuate, operate, maintain, renovate, improve, extend and repair certain omnibus and related facilities and equipment in furtherance of the powers and duties of the Rochester-Genesee Regional Transportation Authority.
2. To exercise or perform, as a separate entity, for the convenience of the Rochester-Genesee Regional Transportation Authority, certain fiscal, managerial, and operational powers, duties, functions, and activities separate from other transportation facilities owned, leased, established, constructed, operated, maintained, or improved by the Rochester-Genesee Regional Transportation Authority.
3. To be a body politic and corporate and to have all those powers vested in the Rochester-Genesee Regional Transportation Authority by the provisions of Article V, Title 11-B, of the Public Authorities Law, except the power to contract indebtedness.

THIRD: The office of the corporation is to be located in the City of Rochester, County of Monroe, State of New York.

FOURTH: The duration of the corporation shall be perpetual.

IN WITNESS WHEREOF, I have signed this Certificate of Incorporation of the _____ day of _____, 2014, and hereby affirm the statements contained herein are true under the penalties of perjury.

William C. Carpenter, Incorporator
1372 East Main Street
Rochester, New York 14609

2328611.1 6/3/2014

Ontario County



Pursuant to Section 1299-hh of the Public Authorities Law, The Authority desires to establish County Area Transit System, Inc. as a public benefit subsidiary corporation for the purpose of operating public transportation in Ontario County, New York.

Recommendation



The Chief Executive Officer is granted authority to execute the Certificate of Incorporation.



ROCHESTER GENESEE REGIONAL TRANSPORTATION AUTHORITY
 BOARD OF COMMISSIONERS
 AGENDA ITEM COVER SHEET

Board Meeting Date:	July 10, 2014
Presenter:	Daniele Coll-Gonzalez
Subject:	Resolution authorizing RGRTA to enter into a joint services agreement with Ontario County for the provision of operating facilities, fluids, and the transfer of assets and transportation funding for its subsidiary County Area Transit System, Inc. (“CATS”).
Background:	<p>The Authority desires to enter into a Twenty-two year term ground joint services agreement with Ontario County (the “County”), whereby the Authority operates in a portion of County-owned property at 2930 County Road 48, Canandaigua, NY for the CATS operation.</p> <p>The Authority desires to include in the joint services agreement with Ontario County whereby the County will continue to provide fuel, oil, coolant (“fluids”) and vehicle wash facilities to CATS on the leased premises at the 2930 County Road 48 site.</p> <p>The proposed costs are as follows:</p> <p><u>Facility Operation</u>- The Authority shall pay 50% of the actual costs of the County operating the property. Each bill shall include a statement reasonably detailing the costs.</p> <p><u>Fuel</u> – the County agrees to provide fuel at a rate of two (2) cents over the County’s cost.</p> <p><u>Vehicle Wash Facilities</u> – CATS is permitted to wash and rinse vehicles at the 2930 County Road 48 facility at a rate of \$3.50 per vehicle.</p> <p><u>Use of Equipment</u> – The County agrees to allow CATS the following to assist in providing public transportation services in Ontario County:</p> <ul style="list-style-type: none"> a) The County’s internet and phone system provided by Frontier Communications for a period of 6 months if needed b) The County’s radio base station and equipment for a period of 24 months

	<p>c) A single strand cable from the County’s fiber optic network for a period of 18 months</p> <p><u>Transfer of Assets-</u> The County shall transfer title and ownership of the following to CATS (Schedule A):</p> <ul style="list-style-type: none"> a) The County’s Route Match software and related Verizon tablets b) The County’s radio equipment c) 38 vehicles currently used to provide public transportation in Ontario County d) The County’s office furniture located at 2930 County Road 48, Canandaigua, NY <p><u>Transfer of State Transportation Funds-</u> The County agrees to transfer all applicable public transportation funding and grants received by Ontario County commencing August 1, 2014 to the Authority. This transfer of funding and grants will continue until they can be programmed to be received by the Authority.</p>
Financial Impact:	The provision of this facility agreement, of these services, and of the transferred assets by the County is a significantly lower cost than obtaining these assets and services from a private sector provider.
Recommendation:	The CEO is granted authority to enter into this agreement with Ontario County.



RESOLUTION: RGRTA 37-2014

**RESOLUTION AUTHORIZING RGRTA TO ENTER INTO A
JOINT SERVICES AGREEMENT WITH ONTARIO COUNTY FOR
THE PROVISION OF OPERATING FACILITIES, FLUIDS, AND THE TRANSFER OF ASSETS
AND TRANSPORTATION FUNDING FOR ITS SUBSIDIARY COUNTY AREA TRANSIT
SYSTEM, INC.**

WHEREAS, pursuant to 1299- hh (1) of the New York Public Authorities Law, the Rochester-Genesee Regional Transportation Authority (the “Authority”) seeks to enter into a joint services agreement with Ontario County for the provision of operating facilities, fluids, and the transfer of assets and transportation funding for its subsidiary County Area Transit System, Inc. (“CATS”); and

WHEREAS, The Authority desires to enter into a Twenty-two (22) year term ground joint services agreement with Ontario County (the “County”), whereby the Authority operates in a portion of County-owned property at 2930 County Road 48, Canandaigua, NY for the CATS operation; and

WHEREAS, the Authority seeks to include into this agreement to support the CATS operation at the 2930 County Road 48 site whereby the County will provide services at the following rates –fuel at a rate of two (2) cents above the County’s cost; vehicle wash facilities at a rate of \$2.75 per wash per vehicle; and

WHEREAS, as part of this agreement, the County shall permit CATS the use of a) the County’s internet and phone system for a period of six (6) months if needed b) the County’s radio base station, tower and equipment for a period of twenty-four (24) months c) a single strand cable from the County’s fiber optic network for a period of eighteen (18) months; and

WHEREAS, as part of this agreement, the County shall transfer title and ownership of the following assets to CATS a) the County’s Route Match software and related Verizon tablets b) The County’s radio equipment c) 38 vehicles currently used to provide public transportation in Ontario County d) The County’s office furniture located at 2930 County Road 48 Canandaigua, NY (Listed in Schedule A of the Agreement); and

WHEREAS, as part of this agreement, the County agrees to transfer all applicable public transportation funding and grants received by Ontario County to the Authority until the State is able to reprogram directly to the Authority.

WHEREAS, the Authority has fully evaluated the proposed joint services agreement with Ontario County and has concluded that it is in the best interest of the Authority to enter into this Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the Chief Executive Officer and his designee are hereby authorized, empowered and directed, for and on behalf of the Authority, to execute the joint services agreement and 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 this project.



RESOLUTION: RGRTA 37-2014

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CERTIFICATION

The undersigned hereby certifies that the above is an excerpt from the Minutes of a Regular Meeting of the Rochester Genesee Regional Transportation Authority, which was held on July 10, 2014 and that the Resolution is still in full force and effect.

James H. Redmond, Chairman

Date: July 10, 2014
Rochester, New York

JOINT SERVICE AGREEMENT

THIS JOINT SERVICE AGREEMENT, dated July __, 2014, is by and between the ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY (“RGRTA”), a New York public benefit corporation with an office located at 1372 East Main Street, Rochester, New York 14609, COUNTY AREA TRANSIT SYSTEM, INC., D/B/A RTS-Ontario, a New York public benefit corporation with an office located at 1372 East Main Street, Rochester, New York 14609 (“RTS-Ontario”) and ONTARIO COUNTY (the “County”), with its office located at 20 Ontario Street, Canandaigua, New York 14424.

WHEREAS, RGRTA and the County share the mutual goal of providing Ontario County residents with dependable and efficient public transportation; and

WHEREAS, RGRTA has created RTS-Ontario, a subsidiary corporation of RGRTA, to provide public transportation services in Ontario County; and

WHEREAS, pursuant to 1299-hh 1. of the New York Public Authorities Law, RGRTA and its subsidiaries are authorized to enter into Joint Service Agreements, as defined in 1299-bb of the New York Public Authorities Law, to provide transportation services within the Rochester-Genesee regional transportation district; and

WHEREAS, by majority vote of the RGRTA Board of Commissioners, a resolution was adopted on July __, 2014 authorizing RGRTA to enter into this Joint Service Agreement with the Subsidiary and the County; and

WHEREAS, by a majority vote of the RTS-Ontario Board of Directors, a resolution was adopted on July __, 2014, authorizing RTS-Ontario to enter into this Joint Service Agreement with RGRTA and the County.

NOW, THEREFORE, in consideration of the mutual covenants and promises contained herein, the parties hereto agree as follows:

Joint Services

- 1. Office, Maintenance and Storage Space:** The County grants RTS-Ontario the right to operate in the portions of the building as shown on the floor plan attached hereto as Exhibit A and made a part hereof (“Premises) at 2930 County Road 48, Canandaigua, New York (“Property”) for (a) office and driver preparation space, (b) maintenance and vehicle wash bay space – RTS-Ontario shall have first rights to the wash bay space, and (c) vehicle storage space, together with the right to use, in common with the County, adjacent parking areas to assist RTS-Ontario in providing public transportation services in Ontario County. The County shall charge RTS-Ontario for the use of the vehicle wash on a per vehicle basis based on its operating expenses for the wash. The amount to be charged RTS-Ontario through December 31, 2014 shall not exceed \$2.75 per wash and \$0.75 per rinse. After December 31, 2014, the County and RTS-Ontario will negotiate the price of a wash and rinse based on the actual costs of providing them. The County’s

charge to RTS-Ontario for the right to operate in the Premises shall be 50% of the actual costs of the County operating the Property (excluding any costs for capital improvements to the Property), which amount shall be billed monthly and due within thirty (30) days of receipt of a bill therefor for the term indicated in Section 8 hereof. Each bill shall include a statement reasonably detailing the costs. RTS-Ontario reserves the right from time to time to audit the costs of the County in operating the Property and the amount billed to RTS-Ontario. The County agrees to reasonably cooperate with RTS-Ontario in providing documentation reasonably necessary for RGRTA to perform an audit. The parties agree to adjust any amounts billed or to be billed to RTS-Ontario based on the results of the audit as reasonably agreed to by the parties. RGRTA and RTS-Ontario agree to apply for all available applicable grants which may be available for capital improvements to the Premises and Property. The County shall be responsible for all repairs and maintenance to the RTS-Ontario Space and the Property unless such repairs are necessitated by the acts or omissions of RTS-Ontario, its officers, employees, agents, clients or invitees. The County shall not be responsible for the repair and maintenance of RTS-Ontario's trade fixtures, furniture or equipment. The County shall also keep all parking areas and entrances to the Premises free and clear of debris, obstructions, snow and ice. Except as provided in Section 2 hereof the County shall be responsible for payment of all utility services provided to the Premises and Property, including without limitation, electric and gas bills. The County shall not be responsible for the failure of local utilities to provide utility services from time to time, or at any time to the Premises, unless such failure is due to the negligence or misconduct of the County. The County shall be responsible for any and all taxes, assessments or special charges levied on the Premises.

2. **Usage of Equipment:** The County shall provide RTS-Ontario the use of the following to assist RTS-Ontario in providing public transportation services in Ontario County:
 - (a) the County's internet and phone system provided by Frontier Communications ("Frontier") for a period of six (6) months from the date hereof, and RTS-Ontario shall reimburse the County for the charge the County incurs from Frontier for using this portion of the system; and
 - (b) a single strand cable from the County's fiber optic network (Access Ontario) for a period of eighteen (18) months from the date hereof.
3. **Transfer of Assets:** The County shall transfer title of the following items to RTS-Ontario:
 - (a) **Vehicles:** All vehicles and equipment therein that the County is currently utilizing to provide public transportation in Ontario County, which vehicles are listed on Exhibit B attached hereto and made a part hereof. There shall be no cost for the vehicles and the transfer shall be in accordance with all applicable laws, rules and regulations. The request for this transfer has been initiated by the County (via a letter written to DOT by the County);
 - (b) **Office Furniture and Bus Shelters:** (1)The current office furniture of the County's Transportation Office located at the Property, with the exception of one County owned book case; this furniture will be provided to RTS-Ontario at a cost to be quoted by the County based on the book value of such assets and (2) the bus shelters as listed on Exhibit B attached hereto;

- (c) **Radio Equipment:** The County's radio base station and equipment as described on Exhibit B attached hereto for purposes of providing RTS-Ontario a method by which it may communicate with its vehicles at no cost; the County is also permitting RTS-Ontario to use the cell tower and electricity (without charge) related to the foregoing for a twenty four month period; and
- (d) **Route Match Software:** The County's route match software and related Verizon tablets at no cost as described on Exhibit B attached hereto.
4. **Fuel:** The County shall provide from County storage facilities any and all fuel (gas and diesel), coolant and oil (collectively "Fluids") that is necessary for RTS-Ontario to operate its vehicles. All Fluids provided by the County in accordance with this Section 4 shall be provided to RTS-Ontario at a price per gallon which is equal to the County's average monthly cost, as then in effect, plus \$.02 per gallon through December 31, 2014. After December 31, 2014, the County and RTS-Ontario will negotiate the price of fluids based on the actual costs of providing them. Notwithstanding the foregoing, the County shall not charge RTS-Ontario a price per gallon which is greater than the price paid by any agency or department of the County for Fluids which is provided by the County. RTS-Ontario shall reimburse the County for all Fluids provided in accordance with this Section 4.
5. **Transfer of Section 5311 Operations and Capital Funding; New York State Operating Assistance Funding; County 18 – B Funding; and any other County Funding for free service:** The County hereby transfers to RTS-Ontario all applicable funding, awards and grants for public transportation in Ontario County commencing August 1, 2014. It is anticipated that these funding arrangements, or flow of funds, will no longer be required after the end of the State fiscal year ending March 31, 2015, but New York State Department of Transportation has indicated that neither RTS-Ontario, RGRTA, nor Ontario County controls this switch for the State fiscal year beginning April 1, 2015 and thus, it may be necessary to maintain this arrangement of flow through funding until RTS-Ontario or RGRTA are receiving all of these payments. This transfer is to include without limitation the following items:
- (a) the Section 5311 Operations allocation for the period from January 1, 2015 to March 31, 2016;
- (b) Section 5311 Capital allocation for the period from April 1, 2013 to March 31, 2015;
- (c) New York State Operating Assistance (STOA – Dedicated) for the state fiscal year April 1, 2014 to March 31, 2015- this will include any "true-up" or "5th quarter payments" received during this period – and within 180 days of the end of the state fiscal year 2014-2015 the County and RTS-Ontario will agree on the settlement or the split for any of the "true-up" or "5th quarter payments" received by either party;
- (d) County 18-B funding (to include the State 18-B match) at the level determined by the State; and
- (e) County funding for contracted services on a per passenger basis (STOA eligible), if any, will be provided directly to RTS-Ontario on the same payment schedule as the County's 18-B contribution. If it is determined that the appropriate funding for this

service shall be provided to the County from RGRTA then that flow of funding shall be from RGRTA to the County to the appropriate agency providing that service.

6. **Insurance:** RTS-Ontario shall provide the County with Certificates of Insurance for the following coverages and limits, which Certificates of Insurance shall name the County as an Additional Insured:
 - a. Commercial General Liability - \$1 million occurrence/\$2 million aggregate;/\$9 million excess liability
 - b. Auto Liability - \$15 million occurrence/Aggregate

The County acknowledges that RTS-Ontario is self-insured for Workers Compensation and NYS Disability in accordance with statutory limits. RTS-Ontario shall provide the County with documentation evidencing that all of RTS-Ontario's subcontractors, if any, carry the appropriate Worker's Compensation and NYS Disability insurance.

7. **Advisory Council:** RGRTA shall create an advisory council ("Council") for RTS-Ontario to provide advice regarding public transportation service in Ontario County. The County may from time to time propose to RGRTA members to serve on the Advisory Council. The County has recommended the following to initially serve on the Advisory Council:

- Mayor of the City of Canandaigua or her designee
- Mayor of the City of Geneva or his designee
- Executive Director of the Geneva Housing Authority or his designee
- Representatives of two (2) towns as designated by the Chair of the Board of Supervisors
- Commissioner of Social Services
- Director of the Office for the Aging
- Director of the Office of Workforce Development
- A representative to the Genesee Regional Transportation Council

RGRTA may add other members of the Council in its sole discretion and control the activities of the Council. The Council's sole role is to provide advice to RTS-Ontario, and the Council shall have no decision-making authority with respect to public transportation in Ontario County.

8. **Term:** This Agreement shall commence on August 1, 2014 (the "Effective Date") and expire on July 31, 2036, unless sooner terminated in accordance with the terms and conditions of Section 9 of this Agreement.
9. **Termination:** In the event either party hereto fails to perform any of its material obligations hereunder, the other party hereto may terminate this Agreement upon not less than ninety (90) days prior written notice.

10. Compliance with Laws: During the term of this Agreement, (a) RTS-Ontario covenants and agrees, at its own cost and expense, that it shall comply with all present and future federal, state and local laws, rules, orders, ordinances and regulations in connection with its use of the Premises as set forth herein and (b) the County covenants and agrees, at its own cost and expense, that it shall comply with all present and future federal, state and local laws, rules, orders, ordinances and regulations in connection with its ownership of the Property.

11. Indemnification:

a. Subrogation. Notwithstanding anything contained herein to the contrary neither party shall be liable to the other for damages arising out of the damage to or destruction of the contents of the Premises or Property or for damage to or destruction of the Premises or the Property, or by fire or other casualty which loss would be covered by a standard special causes of loss insurance policy, whether or not such damage or destruction is the result of negligence on the part of either party, its agents, servants, or employees, it being the understanding and agreement of the parties that the charges reserved herein have been agreed upon by the parties in contemplation that each of the parties will at its own expense carry its own insurance against such risks and that each party will look to its insurance for indemnity against any such damage. Neither party shall have any interest in the other's insurance or the proceeds thereof.

b. By RTS-Ontario. Except (a) as provided in Section 11.a. hereof, and (b) for negligent or willful acts or omissions of County and County's agents, employees and invitees, RTS-Ontario agrees to: (i) defend and indemnify and save County harmless from and against any and all liabilities, losses, damages, costs, expenses (including reasonable attorneys' fees) suits, judgments and claims by or on behalf of any person, firm, corporation or governmental authority, for injury or damage to person or property, of any nature and howsoever caused, arising during the term of this Agreement in any part of the Property or out of the use, occupation, operation, possession or control by RTS-Ontario of the Premises; and (ii) defend and indemnify and save County harmless from any and all liability arising from any failure by RTS-Ontario to perform any of the terms, covenants or conditions of this Agreement on RTS-Ontario's part to be performed. RTS-Ontario's obligations under this Article 11 shall survive the termination of this Agreement.

c. By County. Except (a) as provided in Section 11.a. hereof, and (b) for negligent or willful acts or omissions of RTS-Ontario and RTS-Ontario's agents, employees and invitees, County agrees to: (i) defend and indemnify and save RTS-Ontario harmless from and against any and all liabilities, losses, damages, costs, expenses (including reasonable attorneys' fees) suits, judgments and claims by or on behalf of any person, firm, corporation or governmental authority, for injury or damage to person or property, of any nature and howsoever caused, arising during the term of this Agreement in any part of the Property or out of the use, occupation, operation, possession or control by County of the Property; and (ii) defend and indemnify and save RTS-Ontario harmless from any and all liability arising from any failure by County to perform any of the terms,

covenants or conditions of this Agreement on County's part to be performed. County's obligations under this Article 11 shall survive the termination of this Agreement.

12. **Entire Agreement:** This Agreement sets forth the entire agreement of the parties hereto with regard to the subject matter hereof, and supersedes all other agreements and understandings, written and oral, relating to the subject matter hereof. This Agreement may not be amended or modified, nor may any of its provisions be waived, except in a writing executed by all of the parties hereto.
13. **Severability:** The lack of enforceability or invalidity of any provision or provisions of this Agreement shall not render any other provision or provisions herein contained unenforceable or invalid and the provisions found unenforceable or invalid will be enforced to the maximum extent enforceable by law or equity.
14. **Assignment:** The parties hereto may not assign or transfer their respective rights or obligations arising under this Agreement without the prior written consent of the other parties hereto. Notwithstanding the foregoing, this Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors and permitted assigns.
15. **Waiver:** The waiver by any party hereto of any of its rights hereunder, following a breach of this Agreement by any other party, shall not operate as a waiver of any or all subsequent breaches of this Agreement by such other parties hereto.
16. **Notice:** All notices given pursuant to this Agreement shall be in writing and shall be delivered by hand or sent by registered or certified mail, return receipt requested, postage prepaid, addressed to the party for whom it is intended at its address as first set forth above. Any address for the giving of notice may be changed by giving notice to that effect to the other party. Each such notice shall be deemed to have been given on the date of its receipt by the party for whom it was intended.
17. **Governing Law:** This Agreement shall be governed by, interpreted, construed and enforced in accordance with the laws of the State of New York. The parties hereto consent to venue of any litigation arising from or related to this Agreement in either the NY Supreme Court for the County of Ontario or, if jurisdictional requirements are met, in the United States District Court - Western District of New York.

IN WITNESS WHEREOF, the undersigned have caused this Agreement to be executed by their duly-authorized representatives as of the day and year first above written.

**ROCHESTER-GENESEE REGIONAL
TRANSPORTATION AUTHORITY**

ONTARIO COUNTY

By: _____
Name: William C. Carpenter
Title: Chief Executive Officer

By: _____
Name: John E. Garvey
Title: County Administrator

**COUNTY AREA TRANSIT SYSTEM, INC.
D/B/A RTS-ONTARIO**

By: _____
Name: William C. Carpenter
Title: Chief Executive Officer

STATE OF NEW YORK)
COUNTY OF MONROE) ss.:

On the ____ day of July, 2014 before me, the undersigned, personally appeared WILLIAM C. CARPENTER, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he/she executed the same in his/her capacity, and that by his/her signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument.

Notary Public

STATE OF NEW YORK)
COUNTY OF ONTARIO) ss.:

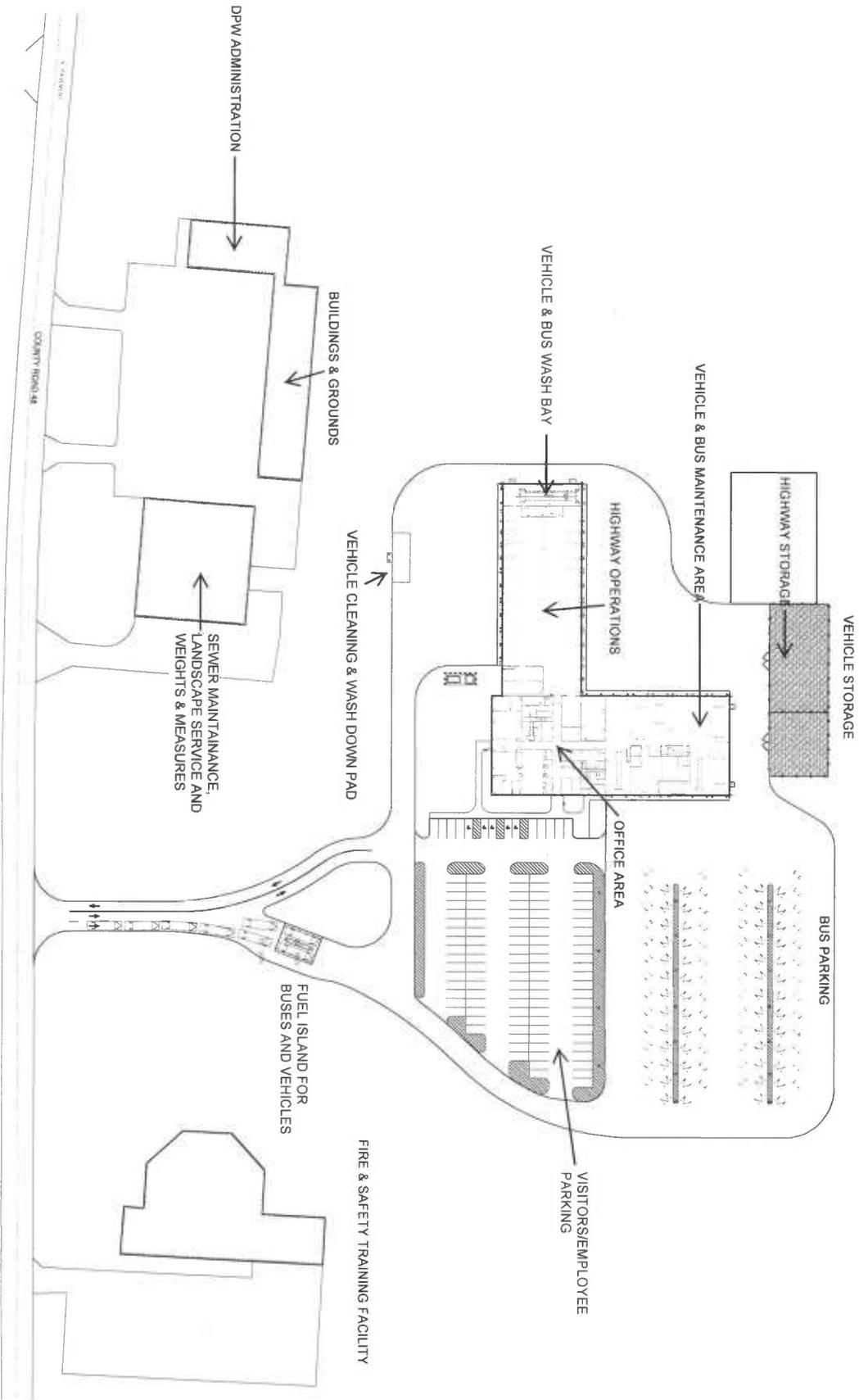
On the ____ day of July, 2014 before me, the undersigned, personally appeared JOHN E. GARVEY, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he/she executed the same in his/her capacity, and that by his/her signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument.

Notary Public

EXHIBIT A

Floor Plan

See Attached



**COUNTY TRANSPORTATION CENTER
SITE PLAN**

Ontario County, NY
2014

Transportation Services have exclusive use of the bus parking area. All building occupants have shared use of 1.) Employee Parking, 2.) Wash Bay, and 3.) Fuel Island and 4.) Outside Vehicle Cleaning & Wash Down Pad

EXHIBIT B

List of Assets

See attached

Passenger Shelters

Quantity	Year	Purchase Price	Useful Life	Depreciation Amount	Balance	Federal	NYS	Local
3	1999	\$ 8,901	15	100%	\$ -	\$ -	\$ -	\$ -
1								
1								
1								
3	2011	\$ 12,750	15	20%	\$ 10,200	\$ 8,160	\$ 1,020	\$ 1,020
2	2013	\$ 30,000	15	7%	\$ 28,000	\$ -	\$ -	\$ 28,000
11		\$ 51,651			\$ 38,200	\$ 8,160	\$ 1,020	\$ 29,020

* 100% Local Purchase by MV Transportation

By Size / Type Structure

15'	4
Bldg	1
10'	6
	11

By Location

Daytech	Clifton Springs	1
	FLCC	1
	FF Thompson	1
		3
Brasco	Clifton Springs	1
	Jefferson	1
	Sakonstall	1
		3
Building	Geneva	1
		1
15'	Cdga Transit Hub	2
	Loomis Park-N-Ride	1
	Courtyard - Geneva	1
		4

AVL / MDC Project

RouteMatch AVL/MDC Module w/ RIMMobile License
 Mobile Data Tablets - XYBoard Motorola 10.1" Tablets

Total RouteMatch Routing Software and Hardware

* AVL / MDC - Automated Vehicle Locator / Mobile Data Computing

Year	Purchase Price	Useful Life	Depreciation Amount	Balance	Federal	NYS	Local
2011	\$ 195,381	5	80%	\$ 39,076	\$ 31,261	\$ 3,908	\$ 3,908
2012	\$ 20,740	5	40%	\$ 12,444	\$ 9,955	\$ 1,244	\$ 1,244
	\$ 9,120	5	40%	\$ 5,472	\$ 4,378	\$ 547	\$ 547
	\$ 29,860			\$ 17,916	\$ 14,333	\$ 1,792	\$ 1,792
				\$ 56,992	\$ 45,594	\$ 5,699	\$ 5,699

Mobile Data Tablets

Device ID	Quantity (By Type)	Bus	MDN	Device ID	Type of Tablet	Purchased	Vendor	Cost	Labeled	Year	Part of Bus Purchase	Project / Bus Sales Company
1	1	00685	585-233-2489	9900000244062479	Samsung Galaxy 10.1" - 32GB (4G)	July 10, 2012	Verizon	\$ 529.99	Yes	2012	Yes	Shepard Bros, Inc.
2	2	55841	585-233-2602	9900000244068062	Samsung Galaxy 10.1" - 32GB (4G)	July 10, 2012	Verizon	\$ 529.99	Yes	2012	Yes	Shepard Bros, Inc.
3	3	00671	585-233-3443	9900000270083002	Samsung Galaxy 10.1" - 32GB (4G)	July 10, 2012	Verizon	\$ 529.99	Yes	2012	Yes	Shepard Bros, Inc.
4	4	00683	585-233-3819	9900000270087085	Samsung Galaxy 10.1" - 32GB (4G)	July 10, 2012	Verizon	\$ 529.99	Yes	2012	Yes	Shepard Bros, Inc.
5	5	55842	585-233-2462	9900000270041124	Samsung Galaxy 10.1" - 32GB (4G)	July 10, 2012	Verizon	\$ 529.99	Yes	2012	Yes	Shepard Bros, Inc.
6	6	55843	585-233-3854	9900000270083001	Samsung Galaxy 10.1" - 32GB (4G)	July 10, 2012	Verizon	\$ 529.99	Yes	2012	Yes	Shepard Bros, Inc.
7	1	00621	585-953-0974	9900000847670934	XYBoard Motorola 10.1" - 16GB (4G)	January 14, 2013	Verizon	\$ 529.99	Yes	2013	No	MDT Expansion Project
8	2	67397	585-953-0788	9900000847889930	XYBoard Motorola 10.1" - 16GB (4G)	January 14, 2013	Verizon	\$ 529.99	Yes	2013	No	MDT Expansion Project
9	3	10139	585-953-0383	9900000847727429	XYBoard Motorola 10.1" - 16GB (4G)	January 14, 2013	Verizon	\$ 529.99	Yes	2013	No	MDT Expansion Project
10	4	10140	585-953-3763	9900000847890102	XYBoard Motorola 10.1" - 16GB (4G)	January 14, 2013	Verizon	\$ 529.99	Yes	2013	No	MDT Expansion Project
11	5	68248	585-953-3227	9900000847713569	XYBoard Motorola 10.1" - 16GB (4G)	January 14, 2013	Verizon	\$ 529.99	Yes	2013	No	MDT Expansion Project
12	6	68244	585-953-6223	9900000847960343	XYBoard Motorola 10.1" - 16GB (4G)	January 14, 2013	Verizon	\$ 529.99	Yes	2013	No	MDT Expansion Project
13	7	03165	585-953-6346	9900000847866094	XYBoard Motorola 10.1" - 16GB (4G)	January 14, 2013	Verizon	\$ 529.99	Yes	2013	No	MDT Expansion Project
14	8	10142	585-953-5964	9900000847632165	XYBoard Motorola 10.1" - 16GB (4G)	January 14, 2013	Verizon	\$ 529.99	Yes	2013	No	MDT Expansion Project
15	9	10136	585-953-5723	9900000847898501	XYBoard Motorola 10.1" - 16GB (4G)	January 14, 2013	Verizon	\$ 529.99	Yes	2013	No	MDT Expansion Project
16	10	10137	585-953-7156	9900000847843259	XYBoard Motorola 10.1" - 16GB (4G)	January 14, 2013	Verizon	\$ 529.99	Yes	2013	No	MDT Expansion Project
17	11	55840	585-465-1364	9900000847973379	XYBoard Motorola 10.1" - 16GB (4G)	March 18, 2013	Verizon	\$ 529.99	Yes	2013	Yes	Gorman Enterprises, Inc.
18	12	03168	585-465-1828	9900000847965575	XYBoard Motorola 10.1" - 16GB (4G)	March 18, 2013	Verizon	\$ 529.99	Yes	2013	Yes	Gorman Enterprises, Inc.

Radio Equipment:

- 1 Motorola Repeater
- 2 18" Omni-Directional Antenna
- 3 Motorola Tone Remote

Facility



The Authority desires to enter into a Twenty-two year term ground joint services agreement with Ontario County (the “County”), whereby the Authority operates in a portion of County-owned property at 2930 County Road 48, Canandaigua, NY for the CATS operation.



County Services



Fuel – Ontario County agrees to provide fuel at a rate of two (2) cents over the County's cost.

Vehicle Wash Facilities – CATS is permitted to wash and rinse vehicles at the 2930 County Road 48 facility at a rate of \$3.50 per vehicle.

Use of Equipment – The County agrees to allow CATS the following to assist in providing public transportation services in Ontario County:

- The use of the County's internet and phone if needed for a period of 6 months
- The County's radio base station and equipment for a period of 24 months
- A single strand cable from the County's fiber optic network for a period of 18 months

Transfer of Assets



Transfer of Assets- The County shall transfer title and ownership of the following to CATS:

- The County's Route Match software and related Verizon tablets
- The County's radio equipment
- 38 vehicles currently used to provide public transportation in Ontario County
- The County's office furniture located at 2930 County Road 48, Canandaigua, NY

Transfer of Funding



Transfer of State Transportation Funds- The County agrees to transfer all transportation funding and grants for public transportation in Ontario County for the period commencing August 1, 2014 to the Authority.

Recommendation



The CEO be granted authority to enter into this agreement with Ontario County for a term of twenty-two (22) years.

- Prior Facility Costs totaled:
 - 2013 \$205,000
 - 2012 \$178,000
- Prior Vehicle was Costs totaled \$7,000 for both 2012 and 2013
- Prior Fuel Costs totaled:
 - 2013 \$201,000
 - 2012 \$200,000



ROCHESTER GENESEE REGIONAL TRANSPORTATION AUTHORITY
 BOARD OF COMMISSIONERS
 AGENDA ITEM COVER SHEET

Board Meeting Date:	July 10, 2014
Presenter:	Daniele Coll-Gonzalez
Subject:	Resolution authorizing RGRTA and CATS to enter into an agreement with Ontario ARC for allowing public passenger on Finger Lakes Bus Service routes in Ontario County.
Background:	<p>Ontario ARC operates Finger Lake Bus Service (FLBS) in compliance with the New York State Department of Transportation.</p> <p>CATS seek to contract with Ontario ARC for to permit public passengers to ride on 8 existing FLBS routes.</p> <p>CATS will receive State Transit Operating Assistance (STOA) funds for FLBS route miles and public passengers.</p> <p>CATS will pay Ontario ARC for services based on the formula provided in Schedule B of the contract which includes compensation for existing FLBS miles and administrative costs.</p> <p>The term of this agreement shall be for two (2) years, beginning August 1, 2014 and continuing through July 31, 2016, with the option for three one year renewals, for a maximum of five (5) years under this agreement.</p>
Financial Impact:	Not to exceed \$60,000 annually
Recommendation:	The CEO is granted authority to enter into this agreement with Ontario ARC.



RESOLUTION: RGRTA 38-2014

RESOLUTION AUTHORIZING RGRTA AND CATS TO ENTER INTO AN AGREEMENT WITH ONTARIO ARC TO ALLOW PUBLIC PASSENGERS ON FINGER LAKES BUS SERVICE ROUTES

WHEREAS, pursuant to 1299- hh (1) of the New York Public Authorities Law, the Rochester-Genesee Regional Transportation Authority (the “Authority”) seeks to enter into an agreement with Ontario ARC to permit public passengers to ride on a subset of existing Finger Lakes Bus Service (FLBS) routes; and

WHEREAS, This arrangement will: a) maximize the efficiency of publicly funded assets b) provide ARC clients with an opportunity to interact with the public c) offer public passengers additional transit options; and

WHEREAS, the Authority will receive State Transit Operating Assistance funds for FLBS route miles and public passengers; and

WHEREAS, The Authority will pay Ontario ARC for services based on the formula provided in Schedule B of the contract, which includes compensation for existing FLBS miles and administrative costs not to exceed \$60,000 annually; and

WHEREAS, The term of this agreement shall be for two (2) years, beginning August 1, 2014 and continuing through July 31, 2016, with the option for three one year renewals, for a maximum of five (5) years under this agreement; and

WHEREAS, the Authority has fully evaluated the proposed agreement with Ontario ARC and has concluded that it is in the best interest of the Authority to enter into this Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the Chief Executive Officer and his designee are hereby authorized, empowered and directed, for and on behalf of the Authority, to execute the agreement and 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 this project.



RESOLUTION: RGRTA 38-2014

Page 2

CERTIFICATION

The undersigned hereby certifies that the above is an excerpt from the Minutes of a Regular Meeting of the Rochester Genesee Regional Transportation Authority, which was held on July 10, 2014 and that the Resolution is still in full force and effect.

James H. Redmond, Chairman

Date: July 10, 2014
Rochester, New York

**JOINT SERVICE AGREEMENT BETWEEN
COUNTY AREA TRANSIT SYSTEM, INC., d/b/a
RTS ONTARIO
AND
NYSARC, Inc., d/b/a FINGER LAKES BUS SERVICE**

AGREEMENT made as of the ____ day of July, 2014 by and between **COUNTY AREA TRANSIT SYSTEM, INC., d/b/a RTS ONTARIO**, 1372 East Main Street, Rochester, New York 14609 (referred to herein as "RTS"), and **NYSARC, INC., d/b/a FINGER LAKES BUS SERVICE**, having an address of 3071 County Complex Drive, Canandaigua, New York 14424 (referred to herein as "FLBS").

WHEREAS, Section 1299-hh of the Public Authorities Law of the State of New York authorizes RTS to enter into joint service arrangements, as approved by the Rochester-Genesee Regional Transportation Authority, and

WHEREAS, FLBS has been granted Passenger Transportation Authority by the Department of Transportation of the State of New York to provide bus transportation, which authority is presently in effect, and

WHEREAS, RTS is desirous of entering into a joint service arrangement with FLBS for the provision of bus service in conjunction with FLBS on their routes in Ontario County,

NOW THEREFORE, in consideration of the covenants set forth herein, it is mutually agreed and understood by and between the parties hereto as follows:

1. FLBS shall provide passenger bus services within Ontario County as set forth in Schedule "A", which is attached hereto and made a part hereof.
2. The term of this Joint Service Agreement shall be for two (2) years, beginning August 1, 2014, and continuing through and including July 30, 2016, with the option for three one year renewals, for a maximum of five (5) years under this Agreement.
3. RTS shall compensate FLBS for the provision of said bus service as set forth in Schedule "B", attached hereto and made a part hereof.
4. FLBS shall issue progress reports to RTS as RTS may direct and shall immediately inform RTS in writing of any cause for delay in the performance of its obligations under this Agreement.
5. Any purported delegation of duties or assignment of rights under this Agreement without the prior express written consent of RTS is void. FLBS shall not subcontract any part of the work without the prior written consent of RTS. All subcontracts shall provide that subcontractors are

subject to all terms and conditions set forth in the contract documents. All work performed by a subcontractor shall be deemed work performed by FLBS.

6. FLBS agrees that it has no interest and will not acquire any interest, direct or indirect, that would conflict in any manner of degree with the performance of the services and duties hereunder. FLBS further agrees that, in the performance of this Agreement, no person having any such interest shall be employed by it.

7. FLBS expressly understands and agrees that FLBS is and shall in all respects be considered an independent contractor. FLBS, its employees, partners, associates, subcontractors and any others employed by FLBS to render services hereunder, are not and shall not hold themselves out nor claim to be an officer or employee of RTS, nor make claim to any rights accruing thereto, including but not limited to, Workers Compensation, Unemployment Benefits, Social Security or retirement plan membership or credit. FLBS shall comply, at its own expense, with the provisions of all federal, state and local laws, rules and regulations applicable to FLBS as an employer of labor or otherwise. FLBS shall further comply with all rules, regulations and licensing requirements pertaining to its professional status and that of its employees, partners, associates, subcontractors and others employed by FLBS to render the services hereunder.

8. FLBS expressly agrees that:

- (a) That in the hiring of employees for the performance of work under this Agreement or any subcontract hereunder, no contractor, subcontractor, nor any person acting on behalf of such contractor or subcontractor, shall by reason of race, creed, color, sex, age, physical disability or national origin discriminate against any citizen of the State of New York who is qualified and available to perform the work to which the employment relates; and
- (b) That no contractor, subcontractor, nor any person on his behalf shall, in any manner, discriminate against or intimidate any employee hired for the performance of work under this Agreement on account of race, creed, color, sex, age physical disability or national origin; and
- (c) That there may be deducted from the amount payable to FLBS by RTS under this Agreement, a penalty of fifty dollars for each person for each calendar day during which such person was discriminated against or intimidated in violation of the provisions of this Agreement; and
- (d) That this Agreement may be cancelled or terminated by RTS, and all money due or to become due hereunder may be forfeited, for a second or any subsequent violation by FLBS of this section of the Agreement.

9. FLBS shall maintain its accounting records in compliance with the applicable rules and regulations of the Commissioner of Transportation of the State of New York, and shall file all periodic statements and reports as may be required by RTS and/or the Department of Transportation of the State of New York.

10. Each party (the "Indemnifying Party") shall defend with competent counsel, indemnify and hold harmless the other party (the Indemnified Party") and the Indemnified Party's directors, officers, employees, agents and representatives from and against all claims, demands, actions, suits and proceedings (whether civil, criminal or administrative), and all liability, loss, expense (including reasonable attorneys' fees), costs or damages, which are proximately caused by the intentional or negligent act or omission of the Indemnifying Party or any of its officers, directors, employees, agents, representatives or contractors.

11. Any notice required under this Agreement shall be in writing and may either be given by personal delivery or sent by certified mail or overnight delivery, addressed as follows:

TO FLBS:
NYSARC, Inc., d/b/a Finger Lakes Bus Service, Inc.
3017 County Complex Drive
Canandaigua, NY 14424

TO RTS:
Chief Executive Officer
Rochester-Genesee Regional Transportation Authority
1372 East Main Street
Rochester, New York 14609

12. Miscellaneous Provisions.

(a) A waiver by either party of any of the terms or conditions, provisions, or covenants of this Agreement in any instance shall not be construed to be a waiver of any such term, condition, provision, or covenant for the future, or of any subsequent breach of same. All remedies, rights, undertakings, obligations, and agreements contained in this Agreement shall be cumulative and shall not be in limitation of any other right, remedy, undertaking, obligation, or agreement of either party.

(b) If any provision of this Agreement, as applied to either party or to any circumstance, shall be adjudged by a court to be void or unenforceable, the same

shall in no way affect any other provision of this Agreement or the validity or enforceability of this Agreement.

(c) This Agreement constitutes the entire agreement of the parties hereto and all previous communications between the parties, whether written or oral, with reference to the subject matter of this Agreement are hereby superseded. This Agreement may be modified or amended only in writing, signed by an authorized representative of each party.

In WITNESS WHEREOF, the parties have executed this agreement on the first date written above.

COUNTY AREA TRANSPORTATION
SERVICE, INC., D/B/A RTS-ONTARIO

NYSARC, Inc., D/B/A FINGER LAKES
BUS SERVICE, INC.

By: _____

By: _____

William C. Carpenter
Chief Executive Officer

Ann Scheetz
Executive Director

DRAFT

RTS-Ontario and Finger Lakes Bus Service FLBS Agreement-DRAFT

Schedule A

A	Services Provided in Year One	<p>FLBS shall provide the following services for the first 365 days of the contract:</p> <p>FLBS will continue its Work Center routes as described in Attachment 1 and provide a minimum of one dedicated seat for either ambulatory or wheelchair public passengers over the entire duration of each route.</p> <p>FLBS will provide roundtrip service between their Main Facility (3071 County Complex Drive, Canandaigua, NY) and the Canandaigua Terminal (23 North Main Street, Canandaigua, NY) a minimum of four times per service day, at least twice in the morning and twice in the afternoon. The exact timing of this shuttle service is to be determined and mutually agreed upon by both parties, but generally will coincide with the FLBS bus' arrival at Abbey. At its sole discretion, RTS-Ontario reserves the right to change the location of the Canandaigua Terminal within a one mile radius of the existing location. In the event RTS-Ontario wishes to relocate the Canandaigua Terminal outside of this one mile radius, FLBS reserves the right to withdraw shuttle service. In either case, FLBS's compensation will be adjusted to reflect actual mileage between the two terminals.</p>
B	Evaluation of Service	<p>Quarterly evaluation of service needs will be conducted in collaboration with FLBS and RTS-Ontario staff. The evaluation will include but is not limited to a review of route usage, reporting and communication procedures between the two agencies, and recurring behavioral issues among passengers.</p>

Schedule A

C	Fares	Passengers will not be charged a fare to ride an FLBS bus. RTS-Ontario will be responsible for reimbursing the State for the minimum charge per passenger, thereby eliminating the need for farebox collection and handling.
D	Changes to Existing Routes	If FLBS intends to alter a route, it must provide RTS-Ontario with a minimum 30 days notice before the change takes effect. Changes may be submitted on a quarterly basis—on March 31, June 30, September 30, and December 31— unless otherwise agreed upon by both parties on a case by case basis. It is understood that a major overhaul to most or all routes will take place one time per year. Changes submitted during the three other quarters are generally

E	Termination of Routes	After the first year of operation, RTS-Ontario reserves the right to discontinue use of one or more FLBS routes at the conclusion of each quarter. Grounds for discontinuing service may include, but are not limited to, insufficient ridership, incompatibility of the shuttle schedule, or loss of State funding.
F	Holidays and Planned Closures	<p>FLBS will not operate service on established ARC holidays, nor other pre-identified days of planned closure. FLBS will notify RTS-Ontario as early as possible of its complete annual schedule, but at minimum, will provide RTS-Ontario at least 45 days notice prior to the following calendar year. In preparation for these days, RTS-Ontario and FLBS will work together to inform passengers ahead of time, This may include posting signage on FLBS and RTS-Ontario buses, and posting information on RTS-Ontario and ARC websites, among other means.</p> <p>On these days, coverage of FLBS routes for public passengers will be provided by RTS-Ontario at its sole discretion.</p>
G	Temporary cancellation of service	FLBS will be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by a cause beyond its control, including, but not limited to, any incidence of fire, flood, or severe weather; acts of God, acts of the government, war or civil disorder, commandeering of material, products, and plants or facilities by the government, and fuel shortages.

Schedule A

H	Reporting	<p>FLBS will provide RTS-Ontario with all documentation necessary to meet State reporting requirements for State Transit Operation Assistance (STOA) funds.</p>
I	Radios, frequency, dispatching	<p>The FLBS and RTS-Ontario operate on incompatible radio bandwidths. FLBS is on UHF bands (463.27500 and 468.27500) and CATS uses VHF (156,19500000). RTS-Ontario will provide FLBS with a Nextel radio, to be used exclusively for communications with the RTS dispatchers. All communication will go through dispatchers.</p> <p>Details of communication procedures will be agreed upon by FLBS and RTS-Ontario.</p>
J	Advertising & Public Outreach	<p>RTS-Ontario will publish FLBS Routes on its website.</p> <p>ARC will provide a link on its website to the RTS-Ontario website.</p> <p>RTS-Ontario will be responsible for press releases when the service begins.</p> <p>When applicable, RTS-Ontario and its operator will schedule clients onto FLBS routes.</p>
K	Schedule Pamphlets	<p>RTS-Ontario will be responsible for the creation and general distribution of FLBS route schedule pamphlets.</p> <p>FLBS will be responsible for supplying RTS-Ontario with up-to-date, left-right sheets for all routes, with any changes from the previous submission highlighted.</p>
L	Bus Signage	<p>During the first year of service, temporary, removable signage will be installed in and/or on the FLBS buses indicating, at minimum, the bus route name and/or number. RTS-Ontario will be responsible for providing such signage.</p>
M	Bus Ownership	<p>FLBS will operate service using buses owned or leased by FLBS.</p> <p>FLBS will be solely responsible for providing insurance on the buses</p>

County Area Transit System, Inc. d/b/a RTS-Ontario and Ontario ARC Agreement
Schedule B: Payment Detail

1. Formula - Compensation for Existing FLBS Routes

FLBS shall be paid the following amounts for each year of operation. Invoices for each cost shall be submitted and paid quarterly. Compensation for Existing FLBS Routes as provided in Schedule A will be based on the following formula:

$$\text{Compensation for Existing Routes} = \left(\frac{\text{Public Boardings}}{\text{ARC Boardings} + \text{FLBS Public Boardings}} \right) * (\text{FLBS Annual Operating Budget})$$

2. FLBS Administrative Costs

Compensation for Administrative Costs will be \$20,800 per year (\$5,200 per quarter) based on a mutually agreed upon reimbursement rate.

Example

	Annual Total Cost*
Compensation for Routes:	30,731
Public Boardings/(ARC Boardings+ Public Boardings)* FLBS Annual Operating Budget	
Annual Operating budget	825,947
Public Boardings	664
ARC Boardings + Public Boardings	70,720
Administrative Costs	20,800
Total	<u>51,531</u>

**Assuming 166 public boardings per quarter and 17,680 ARC boardings per quarter*

Invoices submitted for payment must include the actual counts—not estimates or projections—of public and ARC boardings for the quarter.

County Area Transit System, Inc. d/b/a RTS-Ontario and Ontario ARC Agreement
Schedule B: Payment Detail

FLBS's Annual Operating Budget includes the following expenditures:

- Total fringe benefits
- Bus driver wages
- Program expenses
- Vehicle Inspection
- Vehicle Operation
- Vehicle depreciation
- Administrative overhead
- Training

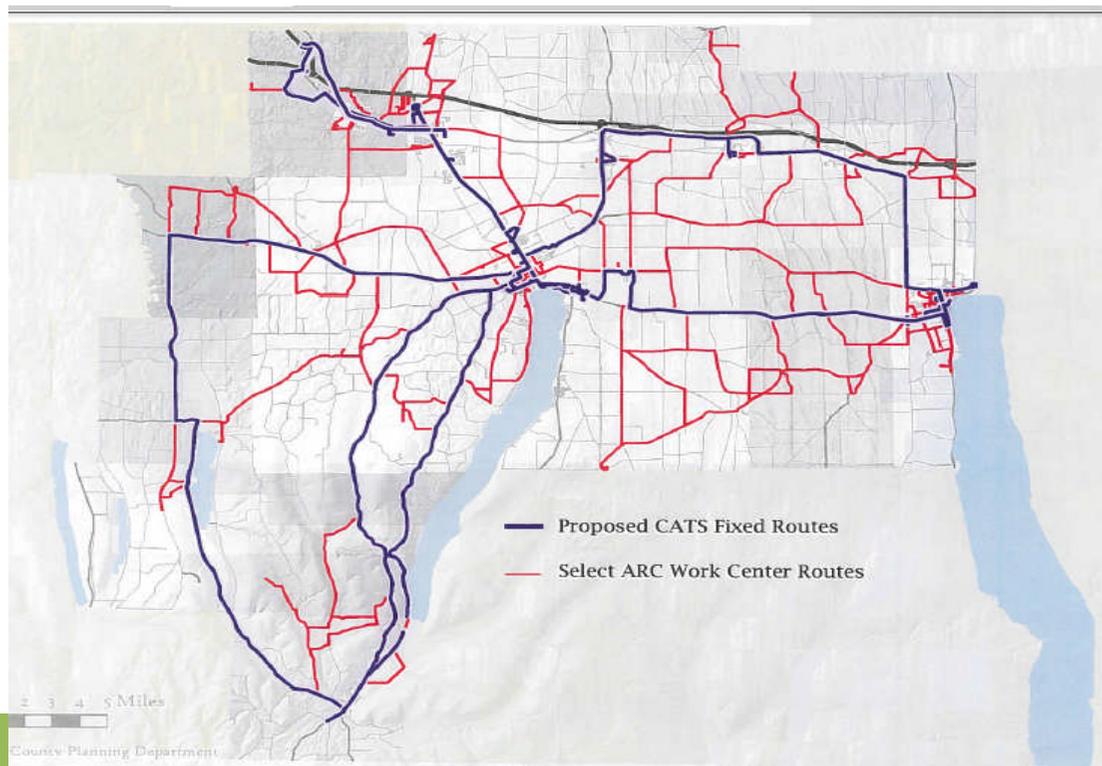
A decrease of ten percent or more in the absolute number of ARC boardings between the base year and the quarter being invoiced will trigger a coordinated review of the existing miles formula. RTS-Ontario is not responsible for paying for a higher percentage of FLBS' operating budget if the public passengers proportional increase in boardings is a result of a decrease in ARC boardings.

FLBS will submit its annual budget for the routes provided 60 days prior to the next contract year. For Year 1, FLBS' annual operating budget will be based on the 2014 budget provided by FLBS. In Years 2-5, the budget may not increase more than the annual rate of inflation between any two consecutive years without triggering a coordinated review of the change in FLBS' annual operating budget.

Ontario ARC and Finger Lakes Bus Service



Ontario ARC operates Finger Lake Bus Service (FLBS) in compliance with the New York State Department of Transportation.



CATS and Finger Lakes Bus Service



- CATS will receive State Transit Operating Assistance (STOA) funds for FLBS route miles, as well as for Ontario ARC and public passengers.
- CATS will pay FLBS for services based on the formula provided in Schedule A of the contract which includes compensation for existing FLBS miles and administrative costs.

Recommendation



The CEO is granted authority to enter into this agreement with Ontario ARC.

The term of this agreement shall be for two (2) years, beginning August 1, 2014 and continuing through July 31, 2016, with the option for three on year renewals, for a maximum of five (5) years under this agreement.

Not to exceed \$60,000 annually.



ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
 BOARD OF COMMISSIONERS
 AGENDA ITEM COVER SHEET

Board Meeting Date:	July 10, 2014
Presenter:	Miguel Velazquez
Subject:	Resolution Authorizing a “sole source provider” Contract for Software Maintenance Services
Background:	<p>The Authority seeks the services of a firm to provide software maintenance. The Authority currently utilizes thirteen (13) software products from Trapeze, Inc. (listed on Attachment A of the resolution). These products support a variety of critical functions at the Authority including:</p> <ul style="list-style-type: none"> • Development of RTS fixed-route bus schedules • Development of bus operator work assignments • Logging and management of reservations for Lift Line customers • Dispatching and routing of Lift Line 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 and Lift Line bus fleets, non-revenue vehicles, fixed assets and support equipment • Customer access to RTS schedule information via the RGRTA Customer Service telephone system <p>Currently, the Authority relies on Trapeze, Inc. to maintain the software, provide periodic software updates and provide help desk support services. Trapeze is the only source for these services on this software and is, by definition, a “sole source provider”.</p> <p>In addition, standardizing maintenance provided by Trapeze Inc. and causing all of the maintenance obligations to be for the same contract term has allowed RTS to negotiate better pricing, provide leverage in requesting and enforcing service obligations, and improve administrative efficiency.</p> <p>The Authority has determined that the proposed prices are consistent with prices typically charged for software maintenance services and that they are fair and reasonable.</p>

	<p>Pursuant to Public Authorities Law, contracts awarded on a sole source basis and having a value in excess of \$1 million, as this one does, are required to be submitted to the New York State Office of the State Comptroller (OSC) for its review and approval. This contract is subject to OSC approval and will not be executed until OSC approves (it is required to be approved by the Board of Commissioners prior to submission to OSC).</p>
Financial Impact:	<p>Total cost of the agreement is \$1,481,313, to be paid in accordance with the pricing schedule presented in Attachment "A" to the resolution. These maintenance services will be funded by current and future RGRTA operating budgets.</p>
Recommendation:	<p>That the Chief Executive Officer or his designee be authorized to enter into a contract with Trapeze Inc. for a software maintenance agreement for all Trapeze Inc. products currently used by RGRTA. This contract shall be subject to review and approval by the Office of the State Comptroller.</p>



RESOLUTION: RGRTA 39-2014

AUTHORIZING THE AWARD OF A CONTRACT FOR SOFTWARE MAINTENANCE SERVICES

WHEREAS, the Rochester Genesee Regional Transportation Authority (the "Authority") currently holds licenses for thirteen (13) separate software products from Trapeze Inc. (Trapeze); and

WHEREAS, in the past the Authority has had a single multi-year agreement for twelve (12) of the thirteen (13) software products and a separate agreement for an asset management software product; and

WHEREAS, the Authority desires to enter into a multi-year agreement with Trapeze under which the Authority will pay a fixed annual fee for the availability of ongoing maintenance service for all thirteen (13) such products; and

WHEREAS, standardizing and combining into one agreement of all maintenance obligations to be fulfilled by Trapeze for such software products and causing all of the maintenance obligations to be the same contract term will allow RGRTA to negotiate better pricing, provide leverage in requesting and enforcing service obligations, and improve administrative efficiency; and

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

WHEREAS, based on extensive experience with Trapeze, the Authority has determined that Trapeze appears to be a responsible contractor; and

WHEREAS, the Authority has determined that the proposed prices for these services are fair and reasonable being they are consistent with prices typically charged for software maintenance services; and

WHEREAS, the project will be funded from the Authority's operating budget; and

WHEREAS, 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 its review and approval; and

WHEREAS, this contract award meets these requirements and is subject to OSC 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 \$1,481,313 and for a term ending on March 31, 2019, subject to the review and approval of the Office of the State Comptroller; and

BE IT FURTHER RESOLVED that annual payments to Trapeze, Inc. will be made in accordance with the pricing schedule attached hereto as Attachment "A"; and



RESOLUTION: RGRTA 39-2014

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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 Regular Meeting of the Rochester Genesee Regional Transportation Authority, which was held on July 10, 2014 and that the Resolution is still in full force and effect.

James H. Redmond, Chairman

Date: July 10, 2014
Rochester, New York

Attachment A

Pricing for Trapeze Inc. Software Maintenance Services
July 10, 2014 Board Meeting

	2014/15	2015/16	2016/17	2017/18	2018/19
PASS	\$ 19,879	\$ 20,475	\$ 21,090	\$ 21,722	\$ 22,374
INFO Server PASS	\$ 5,915	\$ 6,093	\$ 6,276	\$ 6,464	\$ 6,658
PASS MON	\$ 11,525	\$ 11,870	\$ 12,227	\$ 12,593	\$ 12,971
FX	\$ 27,371	\$ 28,192	\$ 29,038	\$ 29,909	\$ 30,807
FX-MON	\$ 11,373	\$ 11,714	\$ 12,066	\$ 12,428	\$ 12,801
INFO-Agent	\$ 22,889	\$ 23,575	\$ 24,283	\$ 25,011	\$ 25,761
OPS	\$ 62,723	\$ 64,605	\$ 66,543	\$ 68,539	\$ 70,595
OPS WEB	\$ 7,257	\$ 7,475	\$ 7,699	\$ 7,930	\$ 8,168
OPS SIT	\$ 3,524	\$ 3,629	\$ 3,738	\$ 3,850	\$ 3,966
OPS MON	\$ 4,167	\$ 4,292	\$ 4,421	\$ 4,554	\$ 4,690
Blockbuster	\$ 14,895	\$ 15,342	\$ 15,802	\$ 16,276	\$ 16,764
BSM	\$ 9,826	\$ 10,121	\$ 10,425	\$ 10,737	\$ 11,059
EAM-FA	\$ 101,763	\$ 73,958	\$ 76,362	\$ 78,848	\$ 81,418

Trapeze Software



- Trapeze Software Group
 - Provider of transportation software solutions
 - Different modules for different operational needs
- 1998 - RGRTA's first installation of Trapeze software (Trapeze Pass).
- Since then RGRTA has installed another 12 Trapeze products:
 1. Info Pass Server
 2. Pass Mon
 3. FX
 4. FX Mon
 5. Info-Agent
 6. OPS
 7. OPS Web
 8. OPS SIT
 9. OPS Mon
 10. Block Buster
 11. Bus Stop Management
 12. AssetWorks EAM-FA

Maintenance Contract



- Trapeze's Software Maintenance Provides:
 - Continuous releases with fixes
 - Annual upgrades with enhancements
 - Customer Support
- Contract Terms:
 - 5 year contract, ending March 31, 2019
 - Annual increases established at approximately 3%

Recommendation



Authorize the Chief Executive Officer or his designee to enter into an agreement for software maintenance services covering all software products licensed from Trapeze, Inc. in an amount not to exceed \$1,481,313 and for a term ending on March 31, 2019, subject to the review and approval of the Office of the State Comptroller.



ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
BOARD OF COMMISSIONERS
AGENDA ITEM COVER SHEET

Board Meeting Date:	July 10, 2014
Presenter:	Daniele Coll-Gonzalez
Subject:	Authorizing the Award of a Contract for Uniform Rental and/or Purchase Services
Background:	<p>The Authority desires the services of a firm to provide uniform components for bus operators at RTS, Lift Line, and all regional subsidiaries, and for maintenance supervisors, road supervisors, dispatchers/radio controller, and customer service staff.</p> <p>The Authority sought proposals from uniform providers by issuing a Request for Proposals (RFP) and publicly advertising for proposals in the <u>New York State Contract Reporter</u> on May 7, 2014, on the <u>Transit Talent</u> website on May 7, 2014 and the <u>Rochester Business Journal</u> on May 16, 2014.</p> <p>Sixteen (16) sets of the RFP document were distributed to proposers and three (3) proposals were received on June 6, 2014.</p> <p>Proposals were received from the following firms:</p> <ol style="list-style-type: none"> 1. Aramark Uniform Services, Norwell, Massachusetts 2. UniFirst Corporation, Wilmington, Massachusetts 3. United Uniform, Buffalo, New York <p>All firms have an existing presence in the Rochester, New York market.</p> <p>Proposals provided fixed unit costs for purchase and rental costs of specific uniform components and core uniform packages.</p> <p>The contract award recommendation was based on the following criteria:</p> <ul style="list-style-type: none"> • Qualifications and experience of the Uniform Supplier Firm/Quality of Uniform Components • Qualifications and Experience of the Uniform Supplier Staff/Quality of Equipment • Service Understanding • Financial Capability • Price

	<p>Based upon a thorough evaluation of the proposals using the selection criteria set forth above, the Authority determined that United Uniform submitted the strongest and most favorable proposal that was responsive to the specifications. The Authority prefers the model presented of a mix of rental and purchase which allows for the highest standards of appearance and consistency amongst our uniformed employees.</p> <p>Uniform components for all uniformed employees, other than road supervisors, garage supervisors, radio controllers and dispatchers, such as outerwear, shoes, ties and belts are not eligible for rental and would continue to be purchased by the employee utilizing his/her uniform allowance.</p> <p>Road and Garage Supervisors require uniform components that are not eligible for rental, and they do not have a uniform allowance. Therefore, the Authority will purchase an initial startup package of those required uniform components. Radio controllers and dispatchers uniforms components are all eligible for rental.</p> <p>The Authority determined that United Uniform appears to be a responsible proposer.</p>
<p>Financial Impact:</p>	<p><u>One-Time Costs:</u></p> <p><u>Road Supervisors' Start-Up Package:</u> Consists of primarily outerwear at an approximate cost of \$432 per employee. Total cost estimated to be approximately \$11,660. In the future, new Road Supervisors will be provided this same package.</p> <p><u>Garage Supervisors' Start-Up Package:</u> Consists of outerwear at an approximate cost of \$200 per employee. Total cost estimated to be approximately \$3,000. In the future, new Garage Supervisors will be provided this same package.</p> <p><u>New Logo Patches:</u> The Authority will purchase a supply of new logo patches which staff will use to replace the current logo on existing approved uniform components such as coats and hats. The estimated cost for the purchase and replacement of new logo patches is \$10 per patch with an estimated total cost of \$5,500.</p> <p><u>Annual Expenses:</u></p> <p><u>Estimated Annual Rental for all Employees:</u> Approximately \$108,000 based on current employment. The rental costs range between \$2.65 to \$5.60 per week per employee based on employment category.</p> <p>Annual increases will be permitted with price increases not to exceed the Producer Price Index (Textile Products and Apparel).</p>

Recommendation:	That the Chief Executive Officer or his designee be granted authority to enter into a contract with United Uniform for staff uniforms and accessories for an initial four-year contract period, with one (1) optional one-year renewal.
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RESOLUTION: RGRTA 40-2014

AUTHORIZING THE AWARD OF A CONTRACT FOR STAFF UNIFORMS AND ACCESSORIES

WHEREAS, the Rochester-Genesee Regional Transportation Authority (the "Authority") desires to engage a firm to provide staff uniforms and accessories; and

WHEREAS, under this contract the uniform services firm shall provide staff uniforms for the RTS, Lift Line, and Regional Bus Operators, Maintenance Supervisors, Road Supervisors, Dispatchers/Radio Controllers, and Customer Service Staff; and

WHEREAS, the Authority sought proposals from qualified firms by issuing a Request for Proposals (RFP) and publicly advertising for proposals in the New York State Contract Reporter on May 7, 2014, on the Transit Times website on May 7, 2014, and the Rochester Business Journal on May 16, 2014; and

WHEREAS, sixteen (16) RFP packages were sent out and three (3) proposals were received and opened on June 6, 2014; and

WHEREAS, the Authority conducted a thorough evaluation of the proposals that were received and concluded that United Uniforms submitted a proposal that was responsive and was the most favorable to the Authority based on the selection criteria specified in the RFP; and

WHEREAS, the Authority has determined that the proposal submitted by United Uniform is fair and reasonable; and

WHEREAS, the Authority has determined that United Uniform appears to be a responsible proposer; and

WHEREAS, the contract will have an initial term of four (4) years with one (1) one-year renewal option and annual increase(s) not to exceed the Producer Price Index (Textile Products and Apparel) for the preceding twelve-month period; and

WHEREAS, the project will be funded from the Authority's operating budget.

NOW, THEREFORE, BE IT RESOLVED, that the Chief Executive Officer or his designee is authorized to enter into a contract with United Uniform with an estimated startup cost of \$20,160 and estimated annual cost of \$108,000 for an initial four-year term and one (1) one-year renewal option subject to changes in the Producer Price Index (Textile Products and Apparel); 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.



RESOLUTION: RGRTA 40-2014

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CERTIFICATION

The undersigned hereby certifies that the above is an excerpt from the Minutes of a Regular Meeting of the Rochester Genesee Regional Transportation Authority, which was held on July 10, 2014 and that the Resolution is still in full force and effect.

James H. Redmond, Chairman

Date: July 10, 2014
Rochester, New York



ROCHESTER GENESEE REGIONAL TRANSPORTATION AUTHORITY
 BOARD OF COMMISSIONERS
 AGENDA ITEM COVER SHEET

Board Meeting Date:	July 10, 2014
Presenter:	Miguel Velazquez
Subject:	Resolution Authorizing the Award of a Contract for Telecommunications Services
Background:	<p>The Authority seeks provision of telecommunications services to support its operations at the RTS Main Street Campus, Lift Line Operations Center, Livingston Area Transportation Service, Wyoming Transit Service and County Area Transit System.</p> <p>The New York State Office of General Services (NYSOGS) conducted a competitive procurement for comprehensive telecommunications services. The contracts are divided into regions of New York State with Frontier Communications Corporation being a successful bidder for services that meet the Authority's requirements and are available on NYSOGS contract # PS 64721.</p> <p>Annual cost of services is based upon unit pricing for telephone system lines, primary rate interface (PRI) lines, internet, ground start trunks and long distance service.</p> <p>The Authority has determined that the price is fair and reasonable and that Frontier Communications Corporation appears to be a responsible firm.</p> <p>The agreement with Frontier Communications Corporation will be for a period of three (3) years from the date of contract execution.</p>
Financial Impact:	Annual projected cost of services is \$43,800. The purchase of services will be funded from the Authority's operating budget.
Recommendation:	That the Chief Executive Officer or his designee be granted authority to enter into an agreement with Frontier Communications Corporation for telecommunications services.



RESOLUTION: RGRTA 41-2014

AUTHORIZING THE AWARD OF A CONTRACT FOR TELECOMMUNICATIONS SERVICES

WHEREAS, the Rochester Genesee Regional Transportation Authority (the "Authority") seeks to purchase telecommunications services; and

WHEREAS, the New York State Office of General Services has conducted a competitive procurement and awarded a contract for comprehensive telecommunications services to Frontier Communications Corporation (Frontier) under Contract # PS 64721; and

WHEREAS, the Authority is eligible to participate in the New York State Office of General Services Frontier Contract # PS 64721; and

WHEREAS, the Authority has determined that Frontier is able to supply the services that meet the Authority's technical requirements and it has been determined that Frontier appears to be a responsible contractor; and

WHEREAS, the Authority desires to enter into a three-year agreement with Frontier for comprehensive telecommunications services; and

WHEREAS, the annual expenditures are projected to be \$43,800 with prices being determined using the New York State Office of General Services Contract # PS 64721; and

WHEREAS, the Authority has determined that the prices are fair and reasonable; and

WHEREAS, the project shall be funded using funds from the RGRTA operating budget.

NOW, THEREFORE, BE IT RESOLVED, that the Chief Executive Officer or his designee is authorized to enter into a three-year contract with Frontier Communications Corporation for an estimated annual amount of \$43,800 based on anticipated types and quantities of services to be provided; 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.



RESOLUTION: RGRTA 41-2014

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CERTIFICATION

The undersigned hereby certifies that the above is an excerpt from the Minutes of a Regular Meeting of the Rochester Genesee Regional Transportation Authority, which was held on July 10, 2014 and that the Resolution is still in full force and effect.

James H. Redmond, Chairman

Date: July 10, 2014
Rochester, New York



ROCHESTER GENESEE REGIONAL TRANSPORTATION
 AUTHORITY
 BOARD OF COMMISSIONERS
 AGENDA ITEM COVER SHEET

Board Meeting Date:	July 10, 2014
Presenter:	Daniele Coll-Gonzalez
Subject:	Resolution Authorizing the Award Contract for Bus Shelter Glass Panels
Background:	<p>The Authority periodically finds it necessary to replace glass panels in its bus shelters due to breakage. As such, the Authority conducted an Invitation for Bids procurement for a variety of different size glass panels. by publicly advertising for bids in the <u>New York State Contract Reporter</u> on February 13, 2014 and the <u>Rochester Business Journal</u> on February 14, 2014.</p> <p>A total of seventy-six (76) bid packages were sent out and two (2) bid responses were received and opened on March 7, 2014.</p> <p>For bidding purposes a total quantity of 95 panels was used. The following is a summary of bids received:</p> <ul style="list-style-type: none"> - Tolar Manufacturing, Williamsville, NY - Duo-Gard Industries, Inc., Canton, MI <p>After consideration of the bids, it has been determined that Tolar Manufacturing submitted the lower responsive bid in the amount of \$34,225 and that the price is fair and reasonable.</p> <p>The Authority has determined that Tolar Manufacturing appears to be a responsible bidder.</p> <p>The term of the Contract shall be for one (1) year with two (2) optional one-year renewals. Any adjustment in pricing shall only occur at the time of renewal and shall not exceed the change in the Producer Price Index for Flat Glass for the prior twelve-month period.</p>
Financial Impact:	Estimated annual value of \$34,225 with the actual amount to be determined by the volume of glass purchased. Purchases will be funded from the Authority's operating budget.
Recommendation:	That the CEO or his designee be authorized to execute a contract with Tolar Manufacturing.



RESOLUTION: RGRTA 42-2014

AWARDING A CONTRACT FOR BUS SHELTER GLASS PANELS

WHEREAS, the Rochester Genesee Regional Transportation Authority (the "Authority") seeks the provision of bus shelter glass panels; and

WHEREAS, the Authority publicly advertised for bids in the New York State Contract Reporter on February 13, 2014 and the Rochester Business Journal on February 14, 2014; and

WHEREAS, seventy-six (76) invitation for bid packages were distributed and two (2) bids were received and opened on March 7, 2014; and

WHEREAS, Tolar Manufacturing submitted the lower responsive bid; and

WHEREAS, the Authority determined that the price is fair and reasonable; and

WHEREAS, the Authority determined that Tolar Manufacturing appears to be a responsible bidder; and

WHEREAS, the project shall be funded from the Authority's operating budget having an estimated value of \$34,225 based upon annual projected purchases of glass panels; and

WHEREAS, the term of the contract shall be for one (1) year with two (2) optional one-year renewals with price adjustments at the time of annual renewal not exceeding the Producer Price Index for Flat Glass for the prior twelve-month period.

NOW, THEREFORE, BE IT RESOLVED, that the Chief Executive Officer or his designee is authorized to enter into a contract with Tolar Manufacturing for the provision of bus shelter glass panels; 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 Regular Meeting of the Rochester Genesee Regional Transportation Authority, which was held on July 10, 2014 and that the Resolution is still in full force and effect.

James H. Redmond, Chairman

Date: July 10, 2014
Rochester, New York



ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
BOARD OF COMMISSIONERS
AGENDA ITEM COVER SHEET

Board Meeting Date:	July 10, 2014
Presenter:	Maryalice Keller
Subject:	Resolution Authorizing the Award of a Contract for Printing of Bus Timetables and System Route Maps
Background:	<p>The Authority desires to engage a printing services firm to provide bus timetables and system route maps.</p> <p>The Authority sought proposals by issuing a Request for Proposals (RFP) and publicly advertising for proposals in the <u>New York State Contract Reporter</u> on May 12, 2014 and the <u>Rochester Business Journal</u> on May 16, 2014.</p> <p>Fifty-four (54) RFP packages were sent out and four (4) proposals were received and opened on June 11, 2014.</p> <p>Proposals were received from the following firms:</p> <ol style="list-style-type: none"> 1. EPI Printing and Finishing, Rochester, New York 2. Excelsus Solutions, Rochester, New York 3. No Other Impressions, Inc., Rochester, New York 4. Phoenix Graphics, Inc., Rochester, New York <p>The contract award recommendation was based on the following criteria:</p> <ul style="list-style-type: none"> • Experience and Qualifications of the Proposing Company • Technical Capacity • Price • Qualifications of Project Staff <p>After reviewing the proposals, the evaluation team determined that the proposal submitted by Phoenix Graphics, Inc. was judged to be the most favorable to the Authority. The proposal demonstrated strong experience, project team expertise, technical capacity and understanding of the aspects associated with printing bus timetables and system route maps. Phoenix Graphics is the incumbent contractor that is currently providing these services.</p>

	<p>The Authority has determined that Phoenix Graphics, Inc. appears to be a responsible proposer and that the proposed pricing is fair and reasonable.</p> <p>Based on past consumption, the Authority anticipates printing approximately 1.5 million timetables annually. Further, the Authority anticipates undertaking an initial printing of up to 200,000 system route maps.</p> <p>Term of contract is for one (1) year with four (4) optional one-year renewals. Price adjustment at the time of contract renewal shall not exceed the change in the Consumer Price Index (All Urban Consumers) for the prior twelve-month period.</p>
Financial Impact:	<p>The estimated annual cost based on projected quantities is \$84,000. Purchases will be funded from the Authority's operating budget.</p>
Recommendation:	<p>That the CEO or his designee be granted authority to enter into a contract with Phoenix Graphics, Inc. for printing services for bus timetables and system route maps.</p>



RESOLUTION: RGRTA 43-2014

AUTHORIZING THE AWARD OF A CONTRACT FOR PRINTING OF BUS TIMETABLES AND SYSTEM ROUTE MAPS

WHEREAS, the Rochester Genesee Regional Transportation Authority (the "Authority") desires to engage a printing firm to provide bus timetables and system route maps that meet the needs of the Authority; and

WHEREAS, the Authority sought proposals by issuing a Request for Proposals (RFP) and publicly advertising for proposals in the New York State Contract Reporter on May 12, 2014 and the Rochester Business Journal on May 16, 2014; and

WHEREAS, fifty-four (54) Request for Proposal packages were sent out and four (4) proposals were received and opened on June 11, 2014; and

WHEREAS, the Authority conducted a thorough evaluation of the proposals that were received and concluded that Phoenix Graphics, Inc. submitted a proposal that was responsive and was the most favorable to the Authority; and

WHEREAS, the Authority has determined that the price proposal submitted by Phoenix Graphics, Inc. in the amount of \$84,000 based on estimated annual quantities to be purchased is fair and reasonable; and

WHEREAS, the Authority has determined that Phoenix Graphics, Inc. appears to be a responsible proposer; and

WHEREAS, the term of the contract is for one (1) year with options to renew for up to four (4) additional one-year periods with price adjustments at the time of annual renewal not exceeding the change in the Consumer Price Index (All Urban Consumers) for the prior twelve-month period.

NOW, THEREFORE, BE IT RESOLVED that the Chief Executive Officer or his designee is authorized to enter into a contract with Phoenix Graphics, Inc. for an estimated annual amount of \$84,000 based on projected quantities to be purchased; 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.



RESOLUTION: RGRTA 43-2014

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CERTIFICATION

The undersigned hereby certifies that the above is an excerpt from the Minutes of a Regular Meeting of the Rochester Genesee Regional Transportation Authority, which was held on July 10, 2014 and that the Resolution is still in full force and effect.

James H. Redmond, Chairman

Date: July 10, 2014
Rochester, New York



ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
BOARD OF COMMISSIONERS
AGENDA ITEM COVER SHEET

Board Meeting Date:	July 10, 2014
Presenter:	Scott Adair
Subject:	Resolution Acknowledging Annual Board Review and Approval of the Multi-Year Procurement Contract Report for RGRTA And Its Subsidiary Companies
Background:	The Authority prepares a Multi-Year Procurement Contract Report for the Board of Commissioners review and approval. The Multi-Year high-level summary of contracts in excess of twelve (12) months that have been opened and closed during the 2013-2014 fiscal year.
Financial Impact:	There is no financial impact associated with the acceptance of this report.
Recommendation:	That the Board of Commissioners reviews and acknowledges the Multi-Year Procurement Contract Report.



RESOLUTION: RGRTA 44-2014

ACKNOWLEDGE ANNUAL BOARD REVIEW AND APPROVAL OF THE MULTI-YEAR PROCUREMENT CONTRACT REPORT FOR RGRTA AND ITS SUBSIDIARY COMPANIES

WHEREAS, this annual contract review is part of the Authority's effort to improve governance and comply with the State's ongoing efforts to improve and enhance the oversight of public authorities; and

WHEREAS, the Authority has reviewed the report of the currently active multi-year contracts and finds it in order.

NOW, THEREFORE, BE IT RESOLVED, that the attached Multi-Year Procurement Contract Report is hereby approved and accepted.

CERTIFICATION

The undersigned hereby certifies that the above is an excerpt from the Minutes of a Regular Meeting of the Rochester Genesee Regional Transportation Authority, which was held on July 10, 2014 and that the Resolution is still in full force and effect.

James H. Redmond, Chairman

Date: July 10, 2014
Rochester, New York

**Rochester-Genesee Regional Transportation Authority
Multi-Year Procurement Contracts Report
Fiscal Year 2013-2014**

Contract Name/Description	FY1314 Status	Resolution Number	Resolution Date	Vendor Name	Initial Terms	Renewal Term	Fiscal Year Expense
15-W Motor Oil							
	Active	RGRTA 56-2011	8/4/2011	NOCO Energy Corp	One Year	Four-One Year Renewals	\$77,519.85
87 Octane Gasoline							
	Active	RGRTA 65-2013	10/3/2013	NOCO Energy Corp	One Year	One-One Year Renewal	\$261,764.13
	Closed	RGRTA 77-2013	11/13/2013	Griffith Energy	Two Years	None	\$575,642.98
Actuarial Services (RTS Retirement Plan Non-Union; Lift Line Plan ATU Local 282; Lift Line and Regional Non-Union)							
	Active	RGRTA 88-2011	12/1/2011	Bolton Partners Northest, Inc.	Three Years	Two-One Year Renewals	\$64,412.50
Anti-Freeze							
	Closed	RGRTA 42-2008	6/16/2008	NOCO Energy Corp	One Year	Four-One Year Renewals	\$12,878.95
	Active	RGRTA 37-2013	6/6/2013	Superior Lubricants Co.	One Year	Four-One Year Renewals	\$18,517.92
Armored Truck Services							
	Active	RGRTA 6-2011	2/3/2011	Loomis Armored US, LLC	Three Years	Two-One Year Renewals	\$149,278.33
Automatic Food and Vending Services							
	Active	N/A		Sirness Vending Services	One Year	Four-One Year Renewals	Revenue
Brand Exploration and Related Services							
	Active	RGRTA 24-2013	4/11/2013	Antithesis Advertising	Two Years	One-One Year Renewal	\$239,650.00
Bus & Shelter Advertising							
	Active	RGRTA 69-2013	11/13/2013	Lamar Transit LLC	Two Years	Two-One Year Renewals	Revenue
	Closed	RGRTA 70-2008	11/6/2008	Normal Communications	Three Years	Two-One Year Renewals	Revenue
Bus Shelter - Cleaning/Repair							
	Active	RGRTA 9-2013	2/7/2013	Rivoli Assest Management	Three Years	Two-One Year Renewals	\$82,544.05
Bus Shelter Glass Panels							
	Active	N/A		Duo-Gard Industries, Inc.	One Year	One-One Year Renewal	\$20,045.00
Bus Shelter Pads							

**Rochester-Genesee Regional Transportation Authority
Multi-Year Procurement Contracts Report
Fiscal Year 2013-2014**

Contract Name/Description	FY1314 Status	Resolution Number	Resolution Date	Vendor Name	Initial Terms	Renewal Term	Fiscal Year Expense
	Active	RGRTA 36-2010	8/5/2010	Gonyo Construction	Three Years	Two-One Year Renewals	\$28,375.00

**Rochester-Genesee Regional Transportation Authority
Multi-Year Procurement Contracts Report
Fiscal Year 2013-2014**

Contract Name/Description	FY1314 Status	Resolution Number	Resolution Date	Vendor Name	Initial Terms	Renewal Term	Fiscal Year Expense
Bus Shelter Purchase and Install							
	Active	RGRTA 52-2010	10/7/2010	Brasco International	Two Years	Three-One Year Renewals	\$200,775.00
Cable TV & Internet Services for Transit Center							
	Active	RGRTA 5-2014	2/6/2014	Time Warner Cable	Three Years	NONE	\$0.00
Captial Projects Financial Consulting Services Master Task Order Agreement							
	Active	RGRTA 10-2012	3/8/2012	Stonebridge Business Partners	Thru Project Completion		\$15,090.00
Cellular Telephones							
	Active	N/A		Verizon	One Year	NYS OGS Contract	\$66,520.49
Civil Engineering Services - Transit Center							
	Active	RGRTA 23-2011	4/7/2011	Passero Associates	Thru Project Completion		\$32,118.75
College Town A&E							
	Active	RGRTA 24-2011	4/7/2011	Bergmann Associates	Thru Project Completion		\$87,913.23
Commissioning Agent - Transit Center							
	Active	RGRTA 45-2012	6/7/2012	Horizon Engineering Associates, LLP	Thru Project Completion		\$18,562.28
Construction Consulting Services - Transit Center							
	Active	RGRTA-RS-2A-2009	2/5/2009	LeChase Construction	Thru Project Completion		\$641,871.74
Copier Lease and Maintenance							
	Active	RGRTA 19-2013	3/7/2013	Xerox	Three Years	None	\$103,723.86
	Active	RGRTA 54-2011	8/4/2011	Xerox	Three Years		\$25,962.04
Creative Marketing & Advertising							
	Closed	RGRTA 95-2009	12/3/2009	Frontline Advertising	Three Years	Two-One Year Renewals	\$0.00
Creative Marketing Services							
	Active	RGRTA 72-2013	11/13/2013	Write Mind	Three Years	Two-One Year Renewals	\$10,205.00

**Rochester-Genesee Regional Transportation Authority
Multi-Year Procurement Contracts Report
Fiscal Year 2013-2014**

Contract Name/Description	FY1314 Status	Resolution Number	Resolution Date	Vendor Name	Initial Terms	Renewal Term	Fiscal Year Expense
	Active	RGRTA 72-2013	11/13/2013	Antithesis Advertising	Three Years	Two-One Year Renewals	\$0.00
	Active	RGRTA 72-2013	11/13/2013	Christine Porter Design	Three Years	Two-One Year Renewals	\$43,657.50

**Rochester-Genesee Regional Transportation Authority
Multi-Year Procurement Contracts Report
Fiscal Year 2013-2014**

Contract Name/Description	FY1314 Status	Resolution Number	Resolution Date	Vendor Name	Initial Terms	Renewal Term	Fiscal Year Expense
Dental Plan---Third Party Administration							
	Closed	RGRTA 84-2008	12/5/2008	Health Economics Group	Three Years	Two One-Year Renewals	\$229,583.59
Depository Accounts and Enhanced Banking Services Fees							
	Active	RGRTA 30-1999	6/3/1999	M&T Bank	N/A		\$39,191.78
Design/Build - Campus Improvement - Phase I							
	Closed	RGRTA 47-2010	10/7/2010	Pike Company, The	Thru Project Completion		\$27,171.92
Design/Build - Downtown Transit Center							
	Active	RGRTA 79-2011	11/9/2011	Pike Company, The	Thru Project Completion		\$21,897,339.44
Diesel Fuel							
	Active	RGRTA 42-2011	6/2/2011	Griffith Energy	One Year	Four-One Year Renewals	\$5,441,410.55
Digital Job Analysis							
	Active	RGRTA 71-2011	9/1/2011	Optimum Consulting Associates	Three Years	Two-One Year Renewals	\$0.00
Digital Signage - Product/Services for Transit Center and Maintenance							
	Active	RGRTA 80-2013	12/17/2013	Signature Technologies, Inc.	Thru Project Completion	Four-One Year Renewals	\$0.00
Document Express System Software & Maintenance							
	Active	RGRTA 47-2013	7/11/2013	MHC Software, Inc.	One Year	Four-One Year Renewals	\$0.00
DSL Service at LATS							
	Active	N/A		Frontier Communications	Two Years		\$12,465.52
Easy Bus Software & Support Services							
	Active	RGRTA 77-2013	11/13/2013	Easy Bus Transportation Software	One Year	Four-One Year Renewals	\$14,000.00
Electronic Value Transfer (EVT) Services							
	Active	RGRTA 81-2012	12/6/2012	Key Merchant Services, LLC	Five Years	None; OGS# PS65792	\$5,720.74
Elevator Maintenance and Repair							
	Active	RGRTA 14-2013	3/7/2013	ThyssenKrupp Elevator	Three Years	Two-One Year Renewals	\$4,453.00
Employee Assistance Program							

**Rochester-Genesee Regional Transportation Authority
Multi-Year Procurement Contracts Report
Fiscal Year 2013-2014**

Contract Name/Description	FY1314 Status	Resolution Number	Resolution Date	Vendor Name	Initial Terms	Renewal Term	Fiscal Year Expense
	Active	RGRTA 8-2012	3/8/2012	Employee Network, Inc.	Three Years	Two-One Year Renewals	\$22,464.00
Employee Benefits Broker Services							
	Active	RGRTA 59-2013	8/8/2013	Brown & Brown Insurance	Three Years	Two-One Year Renewals	\$0.00
Employee Recruiting Services							
	Active	RGRTA 60-2010	12/2/2010	Kelly Services	Three Years	Two-One Year Renewals	\$0.00
	Active	RGRTA 60-2010	12/2/2010	Randstad Technologies dba: Techisource	Three Years	Two-One Year Renewals	\$0.00
	Closed	RGRTA 60-2010	12/2/2010	Burns Personnel, Inc.	Three Years	Two-One Year Renewals	\$0.00
	Closed	RGRTA 60-2010	12/2/2010	MBN Services, Inc. dba: Bob Murray & Associates	Three Years	Two-One Year Renewals	\$0.00
	Active	RGRTA 60-2010	12/2/2010	Krauthamer & Associates	Three Years	Two-One Year Renewals	\$0.00
	Active	RGRTA 60-2010	12/2/2010	KMQ Ent, Inc. dba: Tailwind Associates	Three Years	Two-One Year Renewals	\$0.00
Engineering Master Task Order Agreement							
	Active	RGRTA 53-2011	8/4/2011	TY Lin International	Three Years	Two-One Year Renewals	\$17,895.80
	Closed	RGRTA 82-2008	12/5/2008	Passero Associates	Three Years	Two-One Year Renewals	\$3,665.00
	Closed	RGRTA 82-2008	12/5/2008	Stantec Consulting Services, Inc.	Three Years	Two-One Year Renewals	\$240,354.76
Enterprise Data Warehouse/Business Intelligence							
	Active	RGRTA 54-2013	8/8/2013	Scalability Experts	Eight Months Implementation	Five-One Year Renewals Maintenance	\$137,568.22
Enterprise Financial System S/W							
	Active	RGRTA 47-2013	7/11/2013	Kinsey & Kinsey, Inc.	Thru Project Completion	Five-One Year Renewals	\$417,687.16
	Active	RGRTA 47-2013	7/11/2013	Infor (US), Inc.	Thru Project Completion	Five-One Year Renewals	\$73,431.98
Environmental Review Consultant Services Master Task Order Agreement							

**Rochester-Genesee Regional Transportation Authority
Multi-Year Procurement Contracts Report
Fiscal Year 2013-2014**

Contract Name/Description	FY1314 Status	Resolution Number	Resolution Date	Vendor Name	Initial Terms	Renewal Term	Fiscal Year Expense
	Active	RGRTA 43-2011	6/2/2011	AKRF, Inc.	Three Years	Two-One Year Renewals	\$36,230.07
Fare Media							
	Active	RGRTA 91-2011	12/1/2011	Magnetic Ticket & Label Corp	One Year	Four-One Year Renewals	\$80,837.14
Financial Advisory Services for Renaissance Square Transit Center							
	Active	RGRTA 33-2010 (Reassigning to RGRTA from Main & Clinton)	8/5/2010	Public Resources Advisory Group (PRAG)	Original Contract date 10/19/2006 with Main & Clinton	Through Project Completion	\$0.00

**Rochester-Genesee Regional Transportation Authority
Multi-Year Procurement Contracts Report
Fiscal Year 2013-2014**

Contract Name/Description	FY1314 Status	Resolution Number	Resolution Date	Vendor Name	Initial Terms	Renewal Term	Fiscal Year Expense
Financial System Replacement Consulting Services							
	Closed	RGRTA 71-2012	10/4/2012	Government Finance Officers Association (GFOA)	Forty-One Weeks	None	\$33,190.00
Fire Monitoring Service Agreement							
	Active	N/A		Simplex Grinnell	One Year	One-One Year Renewal	\$5,810.00
Fuel Risk Management Program							
	Active	RGRTA 31-2010	6/5/2010	Cargill	N/A	N/A	\$42,424.47
Garage Door Repair Services							
	Closed	RGRTA 41-2008	6/16/2008	Alliance Door and Hardware	Three Years	Two-One Year Renewals	\$10,424.32
	Active	RGRTA 38-2013	6/6/2013	Alliance Door and Hardware	Three Years	Two-One Year Renewals	\$2,489.00
Group Life & Accidental Death and Dismemberment Insurance							
	Active	RGRTA 2-2012	2/2/2012	Hartford, The	Three Years	Two-One Year Renewals	\$159,185.58
Hardware Support Services - TIDE							
	Active	RGRTA 83-2012	12/6/2012	Xerox (formerly Affiliated Computer Services, Inc. (ACS))	Five Years	None	\$64,133.25
Health Insurance							
	Active	N/A		Excellus	One Year	One-One Year Renewal	\$8,135,317.35
	Active	N/A		MVP Health Care	One Year	One-One Year Renewal	\$286,985.70
Health Reimbursement Account Plan Services							
	Active	RGRTA 14-2010	3/4/2010	EBS-RMSCO, Inc.	Three Years	Two One Year renewals	\$33,978.81
HVAC Repair & Maintenance Services							
	Active	RGRTA 16-2013	3/7/2013	LMC Industrial Contractors	Two Years	Three-One Year Renewals	\$116,095.76
Independent Financial Auditing Services							
	Closed	RGRTA 64-2008	10/2/2008	Bonadio & Co., LLP	Three Years	Two-One Year Renewals	\$79,158.00
Independent Laboratory Testing Services							

**Rochester-Genesee Regional Transportation Authority
Multi-Year Procurement Contracts Report
Fiscal Year 2013-2014**

Contract Name/Description	FY1314 Status	Resolution Number	Resolution Date	Vendor Name	Initial Terms	Renewal Term	Fiscal Year Expense
	Active	RGRTA 38-2012	5/3/2012	ACM Medical Laboratory	Three Years	Two-One Year Renewals	\$13,689.00
In-House Medical Services							
	Active	RGRTA 52-2009	8/6/2009	Dr. Elaine M. Tunaitis	Three Years	Two-One Year Renewals	\$75,675.96

**Rochester-Genesee Regional Transportation Authority
Multi-Year Procurement Contracts Report
Fiscal Year 2013-2014**

Contract Name/Description	FY1314 Status	Resolution Number	Resolution Date	Vendor Name	Initial Terms	Renewal Term	Fiscal Year Expense
Install and Maintenance of ATIS Signs - Monroe County							
	Active	RGRTA 37-2010	8/5/2010	Concord Electric, Inc.	Three Years	Two-One Year Renewals	\$0.00
Installation and Maintenance of ATIS Signs - Livingston County							
	Active	RGRTA 46-2012	6/7/2012	Concord Electric, Inc.	Three Years	Two-One Year Renewals	\$0.00
Install, Maintain & Repair CAD/AVL at LATS							
	Active	LATS 1-2013	1/1/2013	Tatarka Technologies, Inc	Three Years	Two-One Year Renewals	\$2,178.50
Insurance Broker Services							
	Active	RGRTA 56-2010	12/2/2010	Brown & Brown Insurance	Three Years	Two-One Year Renewals	\$46,674.00
Investment Advisory Services - Special Portfolio							
	Closed	RGRTA 78-2011	10/6/2011	Manning & Napier	One Year	One-One Year Renewal	\$29,910.45
Investment Fund Custodial Services							
	Closed	RGRTA 78-2011	10/6/2011	UBS	One Year	One-One Year Renewal	\$0.00
Janitorial Services							
	Active	RGRTA 49-2013	7/11/2013	New York State Industries for the Disabled	One Year	Four-One Year Renewals	\$52,435.34
	Closed	RGRTA 68-2007	12/6/2007	New York State Industries for the Disabled	Three Years	Two-One Year Renewals	\$62,762.69
LATS Vehicle Maintenance & Storage							
	Active	LATS 3-2011	9/1/2011	Jimmy's Sales & Service	One Year	Four-One Year Renewals	\$133,315.96
LATS Vehicle Storage, Light Maintenance and Fueling in Dansville							
	Active	LATS 1-2012	2/2/2012	McCarthy Tire Service (formerly Main Tire Exchange)	Two Years	Three-One Year Renewals	\$76,160.83
	Active	LATS 1-2012	2/2/2012	Hasco Realty, LLC (formerly Main Tire Exchange)	Two Years	Three-One Year Renewals	\$0.00

**Rochester-Genesee Regional Transportation Authority
Multi-Year Procurement Contracts Report
Fiscal Year 2013-2014**

Contract Name/Description	FY1314 Status	Resolution Number	Resolution Date	Vendor Name	Initial Terms	Renewal Term	Fiscal Year Expense
Legal Services							
	Recently Active	RGRTA 13-2013	3/7/2013	Law Office of Mark Young	Three Years	Two-One Year Renewals	\$13,121.97
	Recently Active	RGRTA 13-2013	3/7/2013	LeClair Korona Giordano Cole	Three Years	Two-One Year Renewals	\$14,078.52
	Recently Active	RGRTA 13-2013	3/7/2013	Bond, Schoeneck & King	Three Years	Two-One Year Renewals	\$106,998.11
	Recently Active	RGRTA 13-2013	3/7/2013	Gallo & Iacovangelo	Three Years	Two-One Year Renewals	\$1,453.94
	Recently Active	RGRTA 13-2013	3/7/2013	Law Offices of Mark M. Campanella	Three Years	Two-One Year Renewals	\$2,973.25
	Recently Active	RGRTA 13-2013	3/7/2013	Harris Beach, LLP	Three Years	Two-One Year Renewals	\$264,712.94
	Recently Active	RGRTA 13-2013	3/7/2013	Hiscock & Barclay	Three Years	Two-One Year Renewals	\$29,417.26
	Recently Active	RGRTA 13-2013	3/7/2013	Michael B. Snyder, PLLC	Three Years	Two-One Year Renewals	\$50,910.12
	Recently Active	RGRTA 13-2013	3/7/2013	Woods Oviatt Gilman, LLP	Three Years	Two-One Year Renewals	\$153,652.10
	Recently Active	RGRTA 13-2013	3/7/2013	Akin Gump Strauss	Three Years	Two-One Year Renewals	\$348,965.79
Lift Line Towing Services							
	Active	LL 1-2013	2/7/2013	Ray Kerhaert's Garage, Inc.	Three Years	Two-One Year Renewals	\$1,410.00
	Closed	LL 1-2008	2/7/2008	Ray Kerhaert's Garage, Inc.	Three Years	Two-One Year Renewals	\$250.00
Lift Lines' CAD/AVL Equipment							
	Active	RGRTA 17-2012	3/8/2012	Flower City Communications	Three Years	Two-One Year Renewals	\$14,873.09
Liquid Bus Soap							
	Active	N/A		Acuity Specialty Services	Three Years	Two-One Year Renewals	\$75,250.00
Market Research Services							
	Active	RGRTA 38-2010	8/5/2010	Harris Interactive	Three Years	Two-One Year Renewals	\$84,896.00
Master Agreement for Heavy-Duty 40ft Buses							
	Active	RGRTA 56-2012	8/9/2012	New Flyer of America	Five Years	None	\$7,882,558.94

**Rochester-Genesee Regional Transportation Authority
Multi-Year Procurement Contracts Report
Fiscal Year 2013-2014**

Contract Name/Description	FY1314 Status	Resolution Number	Resolution Date	Vendor Name	Initial Terms	Renewal Term	Fiscal Year Expense
Master Agreement for Heavy-Duty 60ft Low-Floor Articulated Buses							
	Active	RGRTA 35-2009	6/2/2009	New Flyer of America	Five Years	None	\$13,361,043.09

**Rochester-Genesee Regional Transportation Authority
Multi-Year Procurement Contracts Report
Fiscal Year 2013-2014**

Contract Name/Description	FY1314 Status	Resolution Number	Resolution Date	Vendor Name	Initial Terms	Renewal Term	Fiscal Year Expense
Master Task Order Agreement for Property Appraisal Services							
	Active	RGRTA 23-2010	6/8/2010	Emminger, Hyatt, Newton & Pigeon, Inc.	Three Years	Two-One Year Renewals	\$0.00
	Active	RGRTA 23-2010	6/8/2010	GAR Associates	Three Years	Two-One Year Renewals	\$0.00
Media Planning & Buying Services							
	Active	RGRTA 3-2013	2/7/2013	Wahl Media	Three Years	Two-One Year Renewals	\$131,299.62
MSDSonline Subscription							
	Active	RGRTA 40-2012	5/3/2012	MSDSonline	Three Years	None	\$1,709.00
Natural Gas							
	Active	RGRTA 62-2013	10/3/2013	Monroe County Dept of Finance	Five Years	None	\$0.00
	Closed	RGRTA 66-2008	10/2/2008	National Fuel Resources	Two Years	Three-One Year Renewals	\$51,785.32
Nurse Case Management WC							
	Active	RGRTA 71-2011	9/1/2011	Managed Care Network	Three Years	Two-One Year Renewals	\$0.00
	Active	RGRTA 71-2011	9/1/2011	Ranz Consulting Group	Three Years	Two-One Year Renewals	\$0.00
Occupational Healthcare Facility							
	Active	RGRTA 71-2011	9/1/2011	Occupational Health Centers of New York, P.A.	Three Years	Two-One Year Renewals	\$0.00
	Active	RGRTA 71-2011	9/1/2011	Eastside Medical Urgent Care	Three Years	Two-One Year Renewals	\$0.00
Paper Products							
	Active	N/A		Regional Distributors, Inc.	Two Years	Three-One Year Renewals	\$26,142.89
Parts Management Services							
	Active	RTS 5-2009	8/6/2009	Neopart, LLC	Three Years	Two-One Year Renewals	\$2,753,316.57
Pension Plan Auditing Services							
	Active	RGRTA 84-2009	11/12/2009	The Bonadio Group	Three Years	Two one-year renewals	\$7,000.00
Pension Investment Management and Custodial Services for RTS Administration & Supervisory Pension Plans and Lift Line and Regional Non-Union Pension Plans							

**Rochester-Genesee Regional Transportation Authority
Multi-Year Procurement Contracts Report
Fiscal Year 2013-2014**

Contract Name/Description	FY1314 Status	Resolution Number	Resolution Date	Vendor Name	Initial Terms	Renewal Term	Fiscal Year Expense
	Active	RGRTA 3-2011	2/3/2011	Manning & Napier	Three Years	Two-One Year Renewals	\$139,237.40

**Rochester-Genesee Regional Transportation Authority
Multi-Year Procurement Contracts Report
Fiscal Year 2013-2014**

Contract Name/Description	FY1314 Status	Resolution Number	Resolution Date	Vendor Name	Initial Terms	Renewal Term	Fiscal Year Expense
Point to Point Ethernet Services for Call Center & LL							
	Active	RGRTA 12-2012	3/8/2012	Time Warner Cable	Three Years	None	\$37,253.40
Printing Public Timetables							
	Active	RGRTA 22-2009	5/7/2009	Phoenix Graphics	One Year	Four-One Year Renewals	\$75,059.40
Real Estate Appraisal Services Master Task Order Agreement							
	Active	RGRTA 44-2012	6/7/2012	Pomeroy Appraisal Associates, Inc.	Three Years	Two-One Year Renewals	\$0.00
	Active	RGRTA 44-2012	6/7/2012	Bruckner, Tillet, Rossi, Cahill and Associates	Three Years	Two-One Year Renewals	\$0.00
Recycling & Waste Disposal							
	Active	RGRTA 89-2009	12/3/2009	Waste Management of NY	Three Years	Two-One Year Renewals	\$21,103.58
Security & Operations Consulting Services - RTS Transit Center							
	Active	RGRTA 28-2012	4/5/2012	TRC Solutions	Thru Project Completion		\$79,011.97
Security Guard-Farebox Collection Services							
	Active	RGRTA 14-2009	3/5/2009	US Security Associates	One Year	Four-One Year Renewals	\$224,896.15
Software Maintenance Services-Annual							
	Active	RGRTA 49-2010	10/7/2010	Trapeze, Inc.	Thru 03/31/2014	None	\$137,196.85
Special Inspection Services Master Task Order Agreement							
	Active	RGRTA 58-2012	8/9/2012	SJB Services, Inc.	Three Years	Two-One Year Renewals	\$39,467.50
Specialty Printing Services							
	Recently Active	RGRTA 3-2014	2/6/2014	Excelsus Solutions	Three Years	Two-One Year Renewals	\$17,975.55
Synthetic Transmission Fluid							
	Active	RGRTA 57-2011	8/4/2011	Emerson Oil	One Year	Four-One Year Renewals	\$46,430.33
Telecommunication Service for Transit Center							
	Recently Active	RGRTA 81-2013	12/17/2013	Frontier Communications	Two Years	None	\$18,489.99
Telecommunications Services							

**Rochester-Genesee Regional Transportation Authority
Multi-Year Procurement Contracts Report
Fiscal Year 2013-2014**

Contract Name/Description	FY1314 Status	Resolution Number	Resolution Date	Vendor Name	Initial Terms	Renewal Term	Fiscal Year Expense
	Active	RGRTA 9-2011	3/3/2011	Frontier Communications	Three Years	None	\$12,465.52

**Rochester-Genesee Regional Transportation Authority
Multi-Year Procurement Contracts Report
Fiscal Year 2013-2014**

Contract Name/Description	FY1314 Status	Resolution Number	Resolution Date	Vendor Name	Initial Terms	Renewal Term	Fiscal Year Expense
TIDE							
	Active	RGRTA 53-2007	10/4/2007	Xerox (formerly Affiliated Computer Services, Inc. (ACS))	Thru Project Completion		\$519,115.05
Tire lease, milage, and service							
	Active	RGRTA 63-2009	10/1/2009	Goodyear Tire and Rubber Company	Five Years	None	\$299,957.64
Tires - Regional Operations							
	Active	NYS OGS Contract	OGS Contract # PC64867	Lewis Tire	Four Years	None	\$110,465.30
Track It & Websurvey Support Software and Maintenance							
	Active	RGRTA 18-2013	3/7/2013	BMC Software, Inc. (Numera Division)	Three Years	NYS OGS Contract # PT65668	\$8,127.00
Uniforms							
	Active	RGRTA 41-2009	6/2/2009	United Uniform Company, Inc.	One Year	Four-One Year Renewals	\$104,201.25
Video Production Services for Board Meetings							
	Recently Closed	RGRTA 81-2008	12/5/2008	Granicus, Inc.	Three Years	Two-One Year Renewals	\$20,380.92
Water Coolers							
	Active	N/A		City Water International	Two Years	None	\$2,494.80
Web Content Management Software and Support							
	Active	RGRTA 32-2012	4/5/2012	PowerDNN	Five Years	None	\$1,100.00
Workers Compensation Payment Processing							
	Active	N/A		J. P. Morgan Chase	N/A	N/A	\$18,587.63
WYTS Vehicle Maintenance							
	Active	RGRTA 39-2010	8/5/2010	RS Maher & Son	One Year	Four-One Year Renewals	\$86,241.40



ROCHESTER-GENESEE REGIONAL TRANSPORTATION
AUTHORITY
BOARD OF COMMISSIONERS
AGENDA ITEM COVER SHEET

Board Meeting Date:	July 10, 2014
Presenter:	Scott Adair
Subject:	Resolution Authorizing the Declaration of Buses as Surplus
Background:	<p>The Authority periodically retires buses after they have reached the end of their anticipated service life and are no longer suitable or necessary for provision of public transportation services operated by the Authority.</p> <p>The Authority has determined that the buses listed in Attachment A to the resolution have reached the end of their useful service lives.</p>
Financial Impact:	The Authority expects incidental income from the sale of these buses.
Recommendation:	That the Chief Executive Officer or his designee be authorized to dispose of the buses in accordance with the Authority's Surplus Property Disposition Policy and Procedures.



RESOLUTION: RGRTA 45-2014

AUTHORIZING THE DECLARATION OF BUSES AS SURPLUS

WHEREAS, the Rochester Genesee Regional Transportation Authority (the “Authority”) periodically retires buses from its fleets after reaching the end of their anticipated service life and are no longer suitable for use by the Authority; and

WHEREAS, the Authority has determined that the buses listed in Attachment A have reached the end of their anticipated service lives and are eligible for disposal.

NOW, THEREFORE, BE IT RESOLVED that the buses listed in Attachment A are declared to be surplus; and

BE IT FURTHER RESOLVED that the buses in Attachment A shall 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 Regular Meeting of the Rochester Genesee Regional Transportation Authority which was held on July 10, 2014 and that the Resolution is still in full force and effect.

James H. Redmond, Chairman

Date: July 10, 2014
Rochester, New York

Attachment A

Surplus Disposal Listing for the July 10, 2014 Board Meeting

Item	Subsidiary	Bus #	Description
Bus	RTS	321	2000 New Flyer Artic
Bus	RTS	323	2000 New Flyer Artic
Bus	RTS	325	2000 New Flyer Artic
Bus	RTS	327	2000 New Flyer Artic
Bus	RTS	344	1999 New Flyer Artic
Bus	RTS	1253	2000 New Flyer D40LF
Bus	RTS	1255	2000 New Flyer D40LF
Bus	RTS	1256	2000 New Flyer D40LF
Bus	RTS	1261	2000 New Flyer D40LF
Bus	RTS	1262	2000 New Flyer D40LF
Bus	RTS	1264	2000 New Flyer D40LF
Bus	RTS	1271	2000 New Flyer D40LF
Bus	RTS	1278	2000 New Flyer D40LF
Bus	RTS	1281	2000 New Flyer D40LF
Bus	RTS	1282	2000 New Flyer D40LF
Bus	RTS	1283	2000 New Flyer D40LF



ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
 BOARD OF COMMISSIONERS
 AGENDA ITEM COVER SHEET

Board Meeting Date:	July 10, 2014
Presenter:	Bill Carpenter
Subject:	Approving Election of the Board of Directors of the Greater Rochester Community Transportation Foundation and the Election of Officers
Background:	As the Sole Member of the Greater Rochester Community Transportation Foundation, (GRCTF) the Board of Commissioners must authorize the recommended appointments and terms of the Board of Directors. At the Annual Meeting of the GRCTF, the Board of Directors made the recommendation for the attached Slate of Directors.
Financial Impact:	None
Recommendation:	That the Board authorizes the appointments to the various Board committees as suggested in the proposed Resolution.



RESOLUTION: RGRTA 46-2014

APPROVING THE ELECTION OF THE BOARD OF DIRECTORS AND THE ELECTION OF OFFICERS OF THE GREATER ROCHESTER COMMUNITY TRANSPORTATION FOUNDATION

WHEREAS, the Rochester Genesee Regional Transportation Authority (“RGRTA”) is the sole Member of the Greater Rochester Community Transportation Foundation (the “Transportation Foundation”); and

WHEREAS, RGRTA, as the sole Member, is required by the Greater Rochester Community Transportation Foundation by-laws to elect the full complement of Directors to the Board of the Greater Rochester Community Transportation Foundation; and

WHEREAS, any such action by RGRTA requires approval by the Commissioners;

THEREFORE BE IT RESOLVED, that the Authority, hereby, elects the following individuals as Directors of the Greater Rochester Community Transportation Foundation, and each such individual shall continue to serve as Director through the end of the term specified below and election of his/her successor:

John Bouchard	Term Through August 2016
William Carpenter	Term Through August 2015
Tara Johnson	Term Through August 2016
Barbara Jones	Term Through August 2015
Dawn Sywulski	Term Through August 2016
Ron Thomas	Term Through August 2015
Bonnie Turner	Term Through August 2017
Jerome Underwood	Term Through August 2015

THEREFORE BE IT RESOLVED, that the Authority, hereby, elects the following individuals as Officers of the Greater Rochester Community Transportation Foundation, and each such individual shall continue to serve as Director through the end of the term specified below and election of his/her successor:

Tara Johnson	Chairperson-Term Through August 2015
John Bouchard	Vice Chairperson-Term Through August 2015
William Carpenter	Secretary/Treasurer-Term Through August 2015

IT IS FURTHER RESOLVED, that the Chief Executive Officer, the Chief Operating Officer and/or their designees are authorized to sign all appropriate documents on behalf of the RGRTA as sole Member of the Greater Rochester Community Transportation Foundation confirming election of the persons listed above as Directors of the Foundation as per the terms of this Resolution.



RESOLUTION: RGRTA 46-2014

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CERTIFICATION

The undersigned hereby certifies that the above is an excerpt from the Minutes of a Regular Meeting of the Rochester Genesee Regional Transportation Authority, which was held on July 10, 2014 and that the Resolution is still in full force and effect.

James H. Redmond, Chairman

Date: July 10, 2014
Rochester, New York



ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
 BOARD OF COMMISSIONERS
 AGENDA ITEM COVER SHEET

Board Meeting Date:	July 10, 2014
Presenter:	Scott Adair
Subject:	Resolution Receiving and Approving the Reports of the Independent Auditors
Background:	<p>Bonadio & Co., LLP., the Authority's independent external auditors, has completed its audit of the Authority for the period ended March 31, 2014 and has issued the following documents:</p> <ol style="list-style-type: none"> 1. Required Communications of the Independent Auditors; 2. Financial Statements as of March 31, 2014 together with Independent Auditors' Report; 3. Independent Auditors' Communication of Matters Related to Internal Control over Financial Reporting and Other Matters dated June 2014; 4. Independent Auditors' Report on Compliance with Laws and Regulations Related to Investment Guidelines for Public Authorities; 5. Independent Accountants' Report on Applying Agreed Upon Procedures- Incentive Pay Program <p>The Audit Committee and Finance/Investment Committee has reviewed these documents and has met with the external auditors to discuss them as noted in the joint Audit Committee and Finance/Investment Committee minutes of June 24, 2014. The Audit Committee and Finance/Investment Committee recommend to the Board that the above enumerated reports from the independent auditors be received and approved.</p>
Financial Impact:	None
Recommendation:	That the Board receives and approves the Independent Audit Report consisting of the foregoing documents.



RESOLUTION: RGRTA 47-2014

RECEIVING AND APPROVING THE REPORTS OF THE INDEPENDENT AUDITORS

WHEREAS, Bonadio & Co., LLP, the Rochester-Genesee Regional Transportation Authority's (the "Authority") independent external auditors, have completed their audit of the Authority and have issued the following documents:

1. Required Communications of the Independent Auditors;
2. Financial Statements as of March 31, 2014 together with Independent Auditors' Report;
3. Independent Auditors' Communication of Matters Related to Internal Control over Financial Reporting and Other Matters dated June 2014;
4. Independent Auditors' Report on Compliance with Laws and Regulations Related to Investment Guidelines for Public Authorities;
5. Independent Accountants' Report on Applying Agreed Upon Procedures- Incentive Pay Program

WHEREAS, the Audit Committee and Finance/Investment Committee has reviewed the above enumerated reports at its joint June 24, 2014 meeting; and

WHEREAS, the Audit Committee and Finance/Investment Committee has reviewed and discussed any significant risks reported in the independent audit findings and recommendations, has assessed the responsiveness and timeliness of management's follow-up activities pertaining to the same, and has found such responsiveness and timeliness to be acceptable in all respects; and

WHEREAS, the Audit Committee and Finance/Investment Committee has reviewed the condition of the Authority with the independent external auditors and has conveyed to the Board of Commissioners and Management all recommendations made by the independent external auditors; and

WHEREAS, the Audit Committee and Finance/Investment Committee has reviewed with the independent external auditors their judgments as to the quality, not just the acceptability, of the Authority's accounting principles and such matters as are required to be discussed with the Committee under generally accepted auditing standards; and

WHEREAS, the Audit Committee and Finance/Investment Committee has reviewed and discussed with Management various topics and events that independent external auditors believe may have significant financial impact on the Authority or should be the subject of discussions between Management and the independent external auditors; and

WHEREAS, the Audit Committee and Finance/Investment Committee has recommended to the Board that the above enumerated reports from the independent auditors be received and approved by the Authority.



RESOLUTION: RGRTA 47-2014

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NOW, THEREFORE, BE IT RESOLVED that the Board receives and approves the following reports issued by Bonadio & Co., LLP:

1. Required Communications of the Independent Auditors;
2. Financial Statements as of March 31, 2014 together with Independent Auditors' Report;
3. Independent Auditors' Communication of Matters Related to Internal Control over Financial Reporting and Other Matters dated June 2014;
4. Independent Auditors' Report on Compliance with Laws and Regulations Related to Investment Guidelines for Public Authorities;
5. Independent Accountants' Report on Applying Agreed Upon Procedures- Incentive Pay Program

CERTIFICATION

The undersigned hereby certifies that the above is an excerpt from the Minutes of a Regular Meeting of the Rochester-Genesee Regional Transportation Authority, which was held on July 10, 2014, and that the Resolution is still in full force and effect.

James H. Redmond, Chairman

Date: July 10, 2014
Rochester, New York



Rochester Genesee Regional
Transportation Authority



FINANCIAL STATEMENTS

FOR THE YEARS
ENDED
MARCH 31,
2014 AND 2013

A Component Unit of
the State of New York

**ROCHESTER-GENESEE REGIONAL
TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)**

**Financial Statements
as of March 31, 2014 and 2013
Together with
Independent Auditor's Report**

ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

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INDEPENDENT AUDITOR’S REPORT

June 24, 2014

To the Commissioners of
Rochester-Genesee Regional Transportation Authority:

Report on the Financial Statements

We have audited the accompanying financial statements of the Rochester-Genesee Regional Transportation Authority (the “Authority,” a New York State public benefit corporation, which is a component unit of the State of New York) as of and for the years ended March 31, 2014 and 2013, and the related notes to the financial statements, which collectively comprise the Authority’s basic financial statements as listed in the table of contents.

Management’s Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor’s Responsibility

Our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor’s judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity’s preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity’s internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

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(Continued)

INDEPENDENT AUDITOR'S REPORT

(Continued)

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Authority as of March 31, 2014 and 2013, and the changes in its financial position, and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 4 through 10 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The combining blended component unit financial statements are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The combining blended component unit financial statements are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the combining blended component unit financial statements are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

(Continued)

INDEPENDENT AUDITOR'S REPORT

(Continued)

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated June 24, 2014, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Authority's internal control over financial reporting and compliance.

Bonadio & Co., LLP

ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY (A Component Unit of the State of New York)

MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED) AS OF AND FOR THE YEARS ENDED MARCH 31, 2014 AND 2013

This Management's Discussion and Analysis (MD&A) of the Rochester-Genesee Regional Transportation Authority (Authority) financial statements provides an overview of the Authority's financial activity for the years ended March 31, 2014 and 2013. Please read this MD&A in conjunction with the Authority's basic financial statements and footnotes, which follow this section.

The Authority's basic financial statements consist of a statement of net position; a statement of revenue, expenses, and changes in net position; a statement of cash flows; and notes to the financial statements. The statement of net position provides a snapshot of the Authority's financial condition at March 31, 2014 and 2013. The statement of revenues, expenses, and changes in net position report the results of the Authority's operations and activities for years ended March 31, 2014 and 2013. Finally, the statement of cash flows reports the Authority's sources and uses of cash from operations, non-capital financing, capital and related financing, and investing activities for the years ended March 31, 2014 and 2013.

FINANCIAL HIGHLIGHTS

- The 2014 fiscal year ended with an increase to net position of approximately \$35.7 million compared to \$19.6 million in 2013 and \$9.7 million in 2012. The primary cause of this increase in each of these fiscal years was due to the additional federal and state capital contributions received by the Authority primarily due to the construction of the new downtown transit center, scheduled to open on November 28, 2014, and the campus wide improvement project.
- The Authority's single most significant asset classification is capital assets. The Authority reports capital assets, net of depreciation, totaling approximately \$156.4 million for the fiscal year ended 2014, \$112.1 million for the fiscal year ended 2013 and \$87.3 million for the fiscal year ended 2012. The Authority's construction of the new downtown transit center in between Clinton Avenue and St. Paul Boulevard in the City of Rochester added capital assets of approximately \$23.1 million during fiscal year 2014 compared to \$12.9 million in 2013 and building and improving the Authority's main campus located on Main Street in the City of Rochester added capital assets of approximately \$1.4 million during fiscal 2014 compared to \$6.5 million during fiscal year 2013.
- The Authority's single most significant liability classification is Other Postemployment Benefits (OPEB). The Authority's Net OPEB obligation was \$33.9 million, \$29.3 million and \$24.8 million for the fiscal years ended 2014, 2013 and 2012, respectively. The Authority in compliance with GASB Statement No. 45 is using the allowed, 30 year amortization period for accruing the unfunded actuarial accrued liability.
- The Authority's unrestricted net position has decreased from the fiscal year 2013 by approximately \$8.6 million and from the fiscal year 2012 by approximately \$5.1 million. The Authority's unrestricted net position was \$9.1 million, \$17.7 million and \$22.8 million for the fiscal years ended 2014, 2013 and 2012, respectively.

FINANCIAL ANALYSIS OF THE AUTHORITY AS A WHOLE
Condensed Schedule of Net Position (in millions)

The condensed schedule of net position below provides a snapshot of the financial condition of the Authority as of March 31;

	2014	2013	2012
Assets:			
Current and other	\$ 60.4	\$ 69.6	\$ 65.8
Capital, net of accumulated depreciation	156.4	112.1	87.3
Total assets	216.8	181.7	153.1
Liabilities:			
Current	16.0	21.8	17.8
Long Term	35.3	30.0	25.2
Total liabilities	51.3	51.8	43.0
Deferred inflows	0.1	0.2	0.0
Net Position:			
Net investment in capital assets	156.3	112.0	87.3
Unrestricted	9.1	17.7	22.8
Total net position	\$ 165.4	\$ 129.7	\$ 110.1

The condensed statement of net position for the years ended March 31, 2014, 2013 and 2012 demonstrates the Authority's investment into infrastructure and an overall increase in net position based on this investment. The projects that the Authority is undertaking to create this financial position will assist in the overall goal of financial sustainability by providing better services to our customers and increased efficiencies in operations.

Total assets at March 31, 2014 measured \$216.8 million increasing \$35.1 million from 2013. This increase was primarily in the capital assets category, as noted previously, the investment of the Authority in infrastructure between the downtown transit center and campus improvement projects. In 2013, total assets measured \$181.7 million, representing an increase of \$28.6 million or almost 19% over the prior year. Current and other assets totaled \$60.4 million in 2014, decreasing by \$9.2 million from \$69.6 million in 2013, and increasing \$3.8 million or nearly 6% from the 2012 balance. Capital assets, net of accumulated depreciation, finished the 2014 year at \$156.4 million, 2013 at \$112.1 million, and 2012 at \$87.3 million showing increases of \$44.3 million and \$24.8 million during these periods due to the ongoing investment in infrastructure for the Authority.

Total liabilities at year end, both current and long-term, were \$51.3 million, \$51.8 million, and \$43.0 million for the fiscal years ended March 31, 2014, 2013 and 2012, respectively. In 2014, total liabilities decreased by \$0.5 million from 2013 and in 2013 they increased by \$8.8 million from the previous year end. Current liabilities totaled \$16.0 million for 2014 down \$5.8 million from 2013 and were driven by the accounts payable for infrastructure improvements being reduced due to nearing completeness of the downtown transit center. In 2013, current liabilities of \$21.8 million were up \$4.0 million from the 2012 fiscal year driven by increases in accounts payable due to the investment in infrastructure the Authority has made. The Authority continues to see improvement in its liability

FINANCIAL ANALYSIS OF THE AUTHORITY AS A WHOLE (Continued)
Condensed Schedule of Net Position (Continued)

for workers' compensation with an almost \$0.5 million reduction in 2014 and 2013. Long-term liabilities increased by \$5.3 million and \$4.8 million from the fiscal years ended March 31, 2014 and 2013, respectively, almost exclusively due to the increase to other postemployment benefits highlighted earlier in this MD&A.

The overall net position of the Authority improved for fiscal year 2014 with an increase of \$35.7 million from 2013. 2013 was an increase of \$19.6 million from \$110.1 million for fiscal year 2012. Again, this improvement is shown entirely in the net investment in capital assets and is due to the continuous investment in improved and new infrastructure to make the Authority the "preferred transportation choice".

Condensed schedule of revenue, expenses, and change in net position (in millions)

The condensed schedule of revenue, expenses and change in net position below provides a snapshot of the financial activities of the Authority as of March 31;

	2014	2013	2012
Operating revenue:			
Customer fares	\$ 11.6	\$ 11.3	\$ 11.3
Special fares	16.0	15.8	15.7
Other	2.8	2.4	2.6
Total operating revenue	30.4	29.5	29.6
Operating expenses:			
Salaries and benefits	64.9	62.7	59.4
Non-personnel	21.5	21.2	21.1
Total operating expenses	86.4	83.9	80.5
Depreciation	14.0	11.1	11.7
Loss from operations	(70.0)	(65.5)	(62.6)
Nonoperating income (expenses):			
Investment income	0.2	0.3	0.1
Mortgage recording tax	7.2	8.1	6.8
Other	(0.7)	(0.4)	1.5
Total nonoperating income (expenses)	6.7	8.0	8.4
External Operating Assistance	46.5	44.7	42.8
Capital Contributions	52.5	32.4	21.2
Change in net position	35.7	19.6	9.8
Net position, beginning of year	129.7	110.1	100.3
Net position, end of year	<u>\$ 165.4</u>	<u>\$ 129.7</u>	<u>\$ 110.1</u>

FINANCIAL ANALYSIS OF THE AUTHORITY AS A WHOLE (Continued)
Condensed schedule of revenue, expenses, and change in net position (Continued)

The Authority's operating revenue for the 2104 fiscal year totals \$30.4 million , increasing by \$0.9 million from the 2013 fiscal year which totaled \$29.5 million, a decrease of \$0.1 million, from the 2012 fiscal year total of \$29.6 million. Customer fare revenue consists of cash fares paid on the bus and prepaid fare media sales to individual customers and various local agencies that distribute bus passes to their clients. Customer fares revenue in 2014 saw a \$0.3 million increase from 2013 and 2012 primarily driven by increased multi day pass sales. The special fare revenue is one that the Authority is extremely proud of and that its continued growth has assisted us to be less reliant on contributions from both the Federal and New York State governments.

The major components of nonoperating income (expense) are investment earnings, mortgage recording tax and other items such as gains and losses from various financial transactions. The Authority's 2014 fiscal year reported a decrease in this area primarily driven by reduced mortgage recording tax due to a lower number of transactions caused by leveling off of home mortgage interest rates and declining sales volume. The 2013 fiscal year also reported a decrease in nonoperating income (expense) of \$0.4 million from 2012 fiscal year. The reasons for the change from 2012 to 2013 was due primarily to three areas: (1) an increase of \$1.3 million in mortgage recording tax, a nonoperating income item, (2) the loss on impairment of capital assets associated with our College Town project of approximately \$0.3 million, a nonoperating expense item, and (3) a decrease in the realized gain from the fuel swap of approximately \$1.2 million from 2013 to 2012, a nonoperating income item.

The Authority receives external operating assistance subsidies from the Federal Government, the State of New York and each of our county service areas. The federal operating assistance received during the fiscal year 2014 increased by approximately \$1.7 million based on a preventive maintenance allocation, 2013 was essentially flat when compared to the fiscal year 2012. The federal operating assistance is broken into three major categories for the Authority, which are commonly known as Section 5307, Section 5311, and grants for the Genesee Transportation Council. The Section 5307 aid is awarded to public transportation providers across the country based upon congressional appropriations and is allocated using a complex formula combining elements of population, revenue miles, customers, and other factors. Historically, the Authority allocates approximately one-third of the annual Section 5307 funding to offset preventive maintenance costs within the operating budget. The largest single source of external operating assistance is provided by the State of New York in the form of New York State Transit Operating Assistance (STOA). The Authority's 2014 fiscal year saw a small increase in STOA of approximately \$0.1 million, 2013 fiscal year saw an increase in STOA of approximately \$2.1 million to \$32.7 million from the 2012 fiscal year. STOA is provided to the Authority based on a variety of funding formulas and through New York State taxes, primarily the Petroleum Business Tax. Each county in the Authority's service area provides external operating assistance based on New York State Transportation Law Section 18B which requires that each member county of the Authority annually provide a fixed annual operating subsidy for public transportation services provided within their respective jurisdictions. The combined total of these annual subsidies is \$3.7 million for the 2014, 2013 and 2012 fiscal years.

FINANCIAL ANALYSIS OF THE AUTHORITY AS A WHOLE (Continued)
Condensed schedule of revenue, expenses, and change in net position (Continued)

The last component of Authority revenue is provided for capital purchases and labeled capital contribution. The capital contribution is received from the Federal Government, New York State and the Authority. The standard share allocation is 80% Federal, 10% New York State, and 10% from the Authority. The capital contribution for the 2014 fiscal year increased by \$20.1 million over 2013, to \$52.5 million, 2013 fiscal year increased by approximately \$11.2 million, to \$32.4 million, these increases are a direct result of the aforementioned investment in infrastructure and the purchase of revenue vehicles. The following chart shows the use of the capital contributions for the fiscal years ended March 31:

	2014	2013	2012
Capital contribution for:			
Land	\$ -	\$ 1.3	\$ -
Building and structures	22.8	16.3	10.1
Vehicles	27.4	9.4	9.6
Maintenance equip	0.5	0.1	0.2
Other equipment	0.6	5.1	1.1
Computer equip	1.2	0.2	0.2
Total capital contribution	<u>\$ 52.5</u>	<u>\$ 32.4</u>	<u>\$ 21.2</u>

The Authority's operating expenses (excluding depreciation) for fiscal years 2014 were \$86.4 million and 2013 were \$83.9 million, an increase of \$2.5 million or 3.0% from the prior year. The primary reason for the overall increase in operating expense was in the area of salaries and benefits and was due to Union contract settlements, including a retroactive wage increase, and the increase in the actuarially determined liability for other postemployment benefits. The non-personnel component of operating expenses was essentially flat between fiscal years 2013 and 2012.

Operating expenses

The following chart breaks down the Authority's salaries and benefits expense for the fiscal year ended March 31:

	2014	2013	2012
Salaries and benefits:			
Wages	\$ 44.1	\$ 41.6	\$ 40.3
Benefits:			
FICA and Medicare	3.3	3.1	3.0
Health, Dental and Vision	14.0	14.4	12.3
Pension	1.5	1.2	0.9
Workers' Comp	1.4	1.3	1.8
Other	0.7	1.1	1.1
Total Benefits	<u>20.8</u>	<u>21.1</u>	<u>19.1</u>
Total salaries and benefits	<u>\$ 64.9</u>	<u>\$ 62.7</u>	<u>\$ 59.4</u>

The Authority's wages for the 2014 fiscal year increased by \$2.5 million to \$44.1 million, in 2013 wages increased by \$1.3 million to \$41.6 million from the 2012 fiscal year. The wage increase was driven by two factors (1) a cost of living adjustment for non-union employees and (2) negotiated contracts with all of our Union contracts.

FINANCIAL ANALYSIS OF THE AUTHORITY AS A WHOLE (Continued)
Condensed schedule of revenue, expenses, and change in net position (Continued)

The Authority's employee benefits costs decreased in 2014 by approximately \$0.3 million to \$20.8 million and in 2013 increased by approximately \$2.0 million from fiscal year 2012. The primary reason for this decrease in 2014 was due to changes in Health Insurance based on the Union contract settlements in the prior year offset by the additional expense as part of the actuarial determined liability for other postemployment benefits in our continuing compliance with GASB Statement No. 45 which will continue into the foreseeable future.

The following chart breaks down the Authority's non-personnel expenses for the fiscal year ended March 31:

	2014	2013	2012
Non-personnel:			
Services	\$ 5.2	\$ 5.8	\$ 4.7
Materials and supplies	11.9	12.0	12.0
Utilities	0.9	0.8	0.8
Casualty and Liability			
Insurance claims	1.7	1.2	2.1
Miscellaneous	1.8	1.4	1.5
Total non-personnel	<u>\$ 21.5</u>	<u>\$ 21.2</u>	<u>\$ 21.1</u>

The Authority's non-personnel expenses include a variety of categories, such as materials and supplies which includes fuel and lubricants, bus parts and shop supplies; contracted services; utilities; casualty and liability insurance cost; and miscellaneous items. The Authority's non-personnel expense of \$21.5 million for the 2014 fiscal year increased by \$0.4 million from 2013 due to one-time expenses mainly associated with a re-branding initiative undertaken by the Authority, in 2013 non-personnel expenses totaled \$21.2 million and increased by \$0.1 million from the 2012 fiscal year.

CAPITAL ASSETS

The Authority's capital assets, net of depreciation, are presented in the chart below for the years ended March 31:

	2014	2013	2012
Capital assets, net:			
Land and improvements	\$ 4.3	\$ 4.3	\$ 2.9
Construction in process	45.1	22.4	16.4
Building and structures	16.2	14.3	2.8
Revenue vehicles	70.7	49.5	46.1
Non-revenue vehicles	0.2	0.1	0.2
Maintenance	2.2	2.0	2.1
Other	13.6	15.4	12.3
Leasehold improve.	1.4	1.4	1.5
Computer	2.7	2.7	3.0
Total capital assets, net	<u>\$ 156.5</u>	<u>\$ 112.1</u>	<u>\$ 87.3</u>

CAPITAL ASSETS (Continued)

The Authority highlighted earlier in the MD&A the most significant changes in capital assets. Additional information for the Authority's capital assets may be found in the notes to the basic financial statements as Note 4.

FACTORS IMPACTING THE AUTHORITY'S FUTURE

The Authority as a component of the comprehensive plan develops a multi-year budget projection to alert the Authority's Board of Commissioners, customers, and the community at large of the future challenges and opportunities that may impact the Authority's ability to meet its mission and vision.

The current version of the multi-year budget projection contemplates continued slow economic recovery impacting both revenue and expense projections over the next four years. The multi-year budget projection includes the inherent structural imbalance that public transportation faces with the fiscal challenges of both our federal and state governments along with expense growth required to maintain service levels equal to today.

However, even with these challenges surrounding public transportation funding and the public's need for transportation the Authority's current fiscal strength in the form of unrestricted net position of approximately \$9.1 million allows the Authority to close these gaps through the fiscal year ended March 31, 2017. The Authority's Comprehensive Plan provides greater details on the future budgetary projections as well as the overall strategic plan and can be reviewed by contacting the Authority's Financial Management as noted below.

CONTACTING THE AUTHORITY'S FINANCIAL MANAGEMENT

This MD&A and condensed financial information is designed to provide our customers, taxpayers, citizens of our service area, investors and creditors with a general overview of the Authority's finances and demonstrate the Authority's accountability for the funds it receives. If you have any questions about this report, please contact Scott M. Adair, Chief Financial Officer, Rochester Genesee Regional Transportation Authority, 1372 East Main Street, Rochester, New York 14609 or sadair@rgta.com.

Basic Financial Statements

For the years ended March 31, 2014 and 2013

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ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

STATEMENTS OF NET POSITION
MARCH 31, 2014 AND 2013

	2014	2013
ASSETS		
CURRENT ASSETS:		
Cash and equivalents	\$ 15,691,115	\$ 18,730,686
Current portion of investments	14,585,656	19,953,548
Receivables:		
Trade, net	3,650,348	6,182,928
Mortgage tax	399,655	633,417
Capital grants	5,438,935	8,789,603
Operating assistance	3,002,593	117,530
Interest	122,911	130,605
Materials and supplies inventory, net	430,017	412,140
Prepaid expenses and other current assets	178,316	237,652
Inter-entity receivable	-	-
Total current assets	<u>43,499,546</u>	<u>55,188,109</u>
NONCURRENT ASSETS:		
Capital assets, net	156,405,078	112,120,683
Fixed price fuel swap asset	90,713	194,318
Investments, net of current portion	16,796,764	14,153,932
Investments in consolidated component unit entities	-	-
Total noncurrent assets	<u>173,292,555</u>	<u>126,468,933</u>
TOTAL ASSETS	<u><u>\$ 216,792,101</u></u>	<u><u>\$ 181,657,042</u></u>
LIABILITIES, DEFERRED INFLOWS AND NET POSITION		
CURRENT LIABILITIES:		
Accounts payable	\$ 6,611,851	\$ 11,660,719
Accrued wages, vacation, pension and payroll taxes	4,404,158	4,029,856
Current portion of soil remediation liability	109,450	132,000
Current portion of capital lease obligation	44,315	44,315
Reserve for litigated and unlitigated claims	1,485,832	2,453,190
Workers' compensation reserve	3,020,000	3,490,002
Deferred revenue	343,311	3,939
Inter-entity payable	-	-
Total current liabilities	<u>16,018,917</u>	<u>21,814,021</u>
LONG-TERM LIABILITIES:		
Other postemployment benefits	33,874,888	29,326,888
Capital lease obligation, net of current portion	44,315	88,631
Soil remediation liability, net of current portion	1,358,611	525,251
Total long-term liabilities	<u>35,277,814</u>	<u>29,940,770</u>
TOTAL LIABILITIES	<u>51,296,731</u>	<u>51,754,791</u>
DEFERRED INFLOWS -		
Accumulated increase in fair value of fixed price fuel swap	<u>90,713</u>	<u>194,318</u>
NET POSITION:		
Net investment in capital assets	156,316,448	111,987,737
Unrestricted	9,088,209	17,720,196
Total net position	<u>165,404,657</u>	<u>129,707,933</u>
TOTAL LIABILITIES, DEFERRED INFLOWS AND NET POSITION	<u><u>\$ 216,792,101</u></u>	<u><u>\$ 181,657,042</u></u>

The accompanying notes are an integral part of these statements.

ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

STATEMENTS OF REVENUE, EXPENSES AND CHANGES IN NET POSITION
FOR THE YEARS ENDED MARCH 31, 2014 AND 2013

	2014	2013
OPERATING REVENUE:		
Customer fares	\$ 11,630,129	\$ 11,245,293
Special transit fares	16,027,774	15,827,185
Reimbursement and recovery	1,408,810	1,116,899
Other	<u>1,368,339</u>	<u>1,266,748</u>
Total operating revenue	<u>30,435,052</u>	<u>29,456,125</u>
OPERATING EXPENSES AND DEPRECIATION:		
Operating expenses -		
Salaries and wages	44,134,818	41,588,402
Employee benefits	20,801,837	21,140,171
Inter-entity cost allocations	-	-
Materials and supplies	11,864,828	12,018,527
Services	5,164,946	5,783,379
Utilities	902,817	810,883
Casualty and liability insurance claims	1,671,269	1,202,691
Other	<u>1,868,830</u>	<u>1,369,464</u>
Total operating expenses	<u>86,409,345</u>	<u>83,913,517</u>
Depreciation -		
Locally funded	1,371,523	1,087,951
Grant funded	<u>12,681,481</u>	<u>9,964,813</u>
Total depreciation	<u>14,053,004</u>	<u>11,052,764</u>
Total operating expenses and depreciation	<u>100,462,349</u>	<u>94,966,281</u>
LOSS FROM OPERATIONS	<u>(70,027,297)</u>	<u>(65,510,156)</u>
NONOPERATING INCOME (EXPENSE):		
Investment income, net	175,394	330,034
Mortgage recording tax	7,193,267	8,110,462
Subrecipient grant revenue	110,434	81,022
Subrecipient grant expense	(110,434)	(81,022)
Loss on impairment of capital assets	-	(431,225)
Change in soil remediation liability	(815,317)	(37,978)
Realized gain on fuel swap, net	45,959	32,114
Gain on disposal of capital assets, net	96,944	46,626
Authority subsidies	-	-
Write-off of inter-entity accounts	<u>-</u>	<u>-</u>
Total nonoperating income (expense)	<u>6,696,247</u>	<u>8,050,033</u>
EXTERNAL OPERATING ASSISTANCE SUBSIDIES:		
Federal	9,370,351	7,689,592
State	33,405,263	33,303,235
Local governments	<u>3,726,000</u>	<u>3,726,000</u>
Total external operating assistance subsidies	<u>46,501,614</u>	<u>44,718,827</u>
CHANGE IN NET POSITION BEFORE CAPITAL CONTRIBUTIONS	<u>(16,829,436)</u>	<u>(12,741,296)</u>
CAPITAL CONTRIBUTIONS:		
Federal	45,060,946	28,708,099
State	7,465,214	3,673,209
Authority	<u>-</u>	<u>-</u>
Total capital contributions	<u>52,526,160</u>	<u>32,381,308</u>
CHANGE IN NET POSITION	35,696,724	19,640,012
NET POSITION - beginning of year	<u>129,707,933</u>	<u>110,067,921</u>
NET POSITION - end of year	<u>\$ 165,404,657</u>	<u>\$ 129,707,933</u>

The accompanying notes are an integral part of these statements.

ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

STATEMENTS OF CASH FLOWS
FOR THE YEARS ENDED MARCH 31, 2014 AND 2013

	<u>2014</u>	<u>2013</u>
CASH FLOW FROM OPERATING ACTIVITIES:		
Receipts from customers	\$ 30,529,857	\$ 25,365,389
Other operating receipts	2,777,149	2,867,126
Payments to vendors and suppliers for goods and services	(13,827,476)	(18,757,558)
Payments to employees for services	(64,562,353)	(58,383,105)
Payments for insurance and risk management	(3,108,629)	(1,740,595)
Other operating payments	<u>(1,868,830)</u>	<u>(1,498,449)</u>
Net cash flow from operating activities	<u>(50,060,282)</u>	<u>(52,147,192)</u>
CASH FLOW FROM NONCAPITAL AND RELATED FINANCING ACTIVITIES:		
Mortgage tax receipts	7,427,029	8,051,494
Operating assistance receipts (payments), net	<u>43,616,551</u>	<u>47,589,684</u>
Net cash flow from noncapital and related financing activities	<u>51,043,580</u>	<u>55,641,178</u>
CASH FLOW FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
Capital contributions	55,876,828	26,809,171
Purchases of capital assets	(62,968,616)	(31,188,740)
Payments of capital lease obligations	(44,315)	(44,315)
Payments for soil remediation	(4,507)	(23,678)
Proceeds from sales of capital assets	<u>96,944</u>	<u>79,498</u>
Net cash flow from capital and related financing activities	<u>(7,043,666)</u>	<u>(4,368,064)</u>
CASH FLOW FROM INVESTING ACTIVITIES:		
Purchase of Investments	(5,876,100)	(3,758,474)
Interest earnings	30,235	100,373
Sales or maturities of Investments	8,717,098	2,927,547
Receipts for fixed price fuel swap, net	<u>149,564</u>	<u>164,327</u>
Net cash flow from investing activities	<u>3,020,797</u>	<u>(566,227)</u>
CHANGE IN CASH AND EQUIVALENTS	(3,039,571)	(1,440,305)
CASH AND EQUIVALENTS - beginning of year	<u>18,730,686</u>	<u>20,170,991</u>
CASH AND EQUIVALENTS - end of year	<u>\$ 15,691,115</u>	<u>\$ 18,730,686</u>
SUPPLEMENTAL NON-CASH CAPITAL AND RELATED FINANCING TRANSACTIONS:		
Assets acquired with capital lease obligations	<u>\$ -</u>	<u>\$ 177,261</u>

(Continued)

ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

STATEMENTS OF CASH FLOWS
FOR THE YEARS ENDED MARCH 31, 2014 AND 2013

(Continued)

	<u>2014</u>	<u>2013</u>
RECONCILIATION OF CHANGE IN NET ASSETS TO NET CASH FLOWS FROM OPERATING ACTIVITIES:		
Loss from operations	\$ (70,027,297)	\$ (65,510,156)
Adjustments to reconcile change in net assets to net cash flow from operating activities:		
Depreciation - locally funded	1,371,523	1,087,952
Depreciation - grant funded	12,681,481	9,964,813
Changes in:		
Trade receivable	2,532,582	(1,224,540)
Materials and supplies inventory	(17,877)	39,207
Prepaid expenses and other current assets	59,336	2,241
Accounts payable	(484,344)	(312,965)
Accrued wages, vacation, pension and payroll taxes	374,302	(120,638)
Reserve for litigated and unlitigated claims	(967,358)	(90,147)
Workers' compensation reserve	(470,002)	(449,998)
Other postemployment benefits	4,548,000	4,466,106
Inventory reserve	-	-
Deferred revenue	<u>339,372</u>	<u>933</u>
Net cash flow from operating activities	<u>\$ (50,060,282)</u>	<u>\$ (52,147,192)</u>

The accompanying notes are an integral part of these statements.

ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY (A Component Unit of the State of New York)

NOTES TO THE FINANCIAL STATEMENTS MARCH 31, 2014 AND 2013

1. THE ORGANIZATION

The Rochester-Genesee Regional Transportation Authority (the Authority or RGRTA) was created in 1969 by an act of the New York State Legislature to provide for the continuance, further development and improvement of public transportation and other related services within the Genesee-Finger Lakes Region. The Authority is subject to regulation by the Comptroller and Department of Transportation of the State of New York with respect to the maintenance of its accounting records. The Authority is considered a component unit of New York State because of the significance of its operational and financial relationship with New York State. The Authority's 13-member Board of Commissioners is recommended by the respective local governing body, appointed by the governor of New York State, and confirmed by the New York State Senate. Financial support from New York State includes annual appropriations to help meet operating expenditures.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Financial Statements

The financial statements of the Authority include the accounts of RGRTA, and its nine (9) blended component units for which the Authority is financially accountable. The Authority's 13-member Board of Commissioners is comprised of individuals from each member county. The Board of Commissioners oversees public transportation for its member counties: Monroe, Genesee, Livingston, Orleans, Seneca, Wayne and Wyoming Counties. The Authority's Board also serves as the board for Genesee Transportation Council Staff, Inc. (GTCS) an entity which serves as the administrative host agency for the Genesee Transportation Council (GTC), which is the metropolitan transportation planning organization for the Genesee-Finger Lakes Region; GTCS is reported herein as a blended component unit. The nine component units are legally separate organizations and are collectively referred to as "the Organizations."

Based on the foregoing criteria, RGRTA and the following component units are included in the financial statements:

- Regional Transit Service, Inc. (RTS)
- Lift Line, Inc. (Lift Line)
- Batavia Bus Service, Inc. (BBS)
- Livingston Area Transportation Service, Inc. (LATS)
- Orleans Transit Service, Inc. (OTS)
- Seneca Transit Service, Inc. (STS)
- Wayne Area Transportation Service, Inc. (WATS)
- Wyoming Transit Service, Inc. (WYTS)
- Genesee Transportation Council Staff, Inc. (GTCS)

Significant inter-entity accounts and transactions have been eliminated in the accompanying financial statements.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Basis of Accounting

The Authority's financial statements have been prepared in conformity with accounting principles generally accepted in the United States as set forth by the Governmental Accounting Standards Board.

Recent Accounting Pronouncements

In June 2012, GASB issued GASB statement No. 67 "*Financial Reporting For Pension Plans – an amendment of GASB Statement No. 25.*" The Statement builds upon the existing framework for financial reports of defined benefit pension plans, which includes a statement of fiduciary net position (the amount held in a trust for paying retirement benefits) and a statement of changes in fiduciary net position. GASB No. 67 enhances note disclosures and required supplementary information ("RSI") for both defined benefit and defined contribution pension plans. GASB No. 67 also requires the presentation of new information about annual money-weighted rates of return in the notes to the financial statements and in 10-year RSI schedules. The provisions in GASB No. 67 are effective for financial statements for periods beginning after June 15, 2013. The Authority is currently evaluating the impact of this statement.

In June 2012, GASB issued GASB statement No. 68 "*Accounting and Financial Reporting for Pension – an amendment of GASB Statement No. 27.*" This statement requires governments providing defined benefit pensions to recognize their long-term obligation for pension benefits as a liability for the first time, and to more comprehensively and comparably measure the annual costs of pension benefits. The Statement also enhances accountability and transparency through revised and new note disclosures and required supplementary information. The provisions in GASB No. 68 are effective for fiscal years beginning after June 15, 2014. The Authority is currently evaluating the impact of this statement.

Basis of Presentation

GASB requires the classification of net position into three components – net investment in capital assets; restricted and unrestricted. The Authority has no restricted net position as of March 31, 2014 and 2013. The classifications the Authority has are defined as follows:

- Net investment in capital assets - This component of net position consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any borrowings that are attributable to the acquisition, construction, or improvement of those assets. If there are significant unspent related debt proceeds at year-end, the portion of the debt attributable to the unspent proceeds is not included in the calculation of invested in capital assets, net of related debt. Rather, that portion of the debt is included in the same net position component as the unspent proceeds.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Basis of Presentation (Continued)

- Unrestricted - This component of net position consists of net position that does not meet the definition of “net investment in capital assets” or “restricted.”

Cash and Equivalents

Cash and equivalents includes cash on hand, money market accounts, and certificates of deposit with an initial term of three months or less not reserved for a board designated purpose.

Accounts Receivable

Accounts receivable consist primarily of amounts due from customers for services provided and for advertising. Management records an allowance for doubtful accounts based on past collection experience and an analysis of outstanding amounts. When appropriate collection efforts are exhausted, the account is written off. Management has established an allowance for doubtful accounts for the years ended March 31, 2014 and 2013 in the total amount of \$242,011 and \$19,905, respectively. Allowances for doubtful accounts have been recorded in the component units for RTS, BBS, LATS, STS, WATS and WYTS of \$200,000, \$111, \$11, \$451, \$162, and \$41,276, respectively, for the year ended March 31, 2014. For the year ended March 31, 2013 the component units, BBS, LATS, STS, WATS and WYTS, recorded allowances of \$123, \$262, \$515, \$305, and \$18,700, respectively.

Mortgage Recording Tax

The Authority receives a portion of mortgage recording tax equal to \$.25 for every \$100 of borrowings in the form of new mortgages and the refinancing of existing mortgages from the counties in which the component units conduct operations, not including mortgages of tax-exempt organizations. The amounts earned during the year have been recorded as mortgage recording tax in the accompanying statements of revenue, expenses and changes in net position. Any amounts due but not yet collected have been recorded as mortgage tax receivable in the accompanying statements of net position. Management considers the mortgage tax receivable to be fully collectible; accordingly, no allowance for doubtful accounts has been established.

Operating Assistance and Capital Grants

The Authority and the Organizations receives operating and capital assistance subsidies and grants from the U.S. Department of Transportation under operating and capital assistance grant contracts. The Organizations also receive operating and capital assistance from the New York State Department of Transportation and local counties based on legislated awards. The amounts received or contractually receivable under such grants have been recorded as external operating assistance subsidies in the accompanying statements of revenue, expenses and changes in net position. These amounts are obtained on an annual basis. Management considers operating and capital assistance receivables to be fully collectible; accordingly, no allowance for doubtful accounts has been established. Continued operations depend upon receipt of such subsidies in future years.

Materials and Supplies Inventory

Materials and supplies inventory consists primarily of replacement parts for buses and is recorded at the lower of cost determined on a weighted average cost basis or market. An allowance for obsolete inventory is maintained based on historical experience and a review of inventory on hand. Management has recorded an allowance for obsolete inventory, at RTS only, of \$10,172 and \$139,661 at March 31, 2014 and 2013, respectively.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Capital Assets

Capital assets are recorded at cost if purchased, or fair value, if donated. The Authority and the Organizations capitalize all expenditures for capital assets in excess of \$5,000 and which have useful lives greater than one year. Depreciation is provided on a straight-line basis over the estimated useful lives as follows:

Land improvements	5 - 10 years
Buildings and structures	2 - 40 years
Revenue vehicles	4 - 12 years
Non-revenue vehicles	2 - 5 years
Maintenance equipment	4 - 10 years
Other equipment	2 - 10 years
Computer equipment	3 - 10 years

Leasehold improvements are amortized over the shorter of the remaining lease term or the asset's estimated useful life.

Investments

Investments in government securities are recorded at their fair value based on quoted market prices and valuations provided by external parties. Unrealized gains or losses on such investments result from differences between the cost and fair value of investments on a specified valuation date. Gains and losses in the fair value are reported in the statements of revenue, expenses and changes in net position. Investment income is recognized on the accrual basis; dividends are recorded on the ex-dividend date.

The Authority has classified certain investments as current assets on the accompanying statement of net position as it is reasonably expected that that they will be utilized in the next fiscal year.

Inter-Entity Cost Allocations

RGRTA, RTS and Lift Line allocate costs to each other and the other Organizations based on estimates of time incurred to reflect the portion of salaries and benefits of RGRTA, RTS, and Lift Line employees who perform administrative functions for RGRTA and the Organizations.

Authority Subsidies

Annually, RGRTA subsidizes the operations of the Organizations, except for GTCS, based on each respective Organization's operating results. In order to determine the annual subsidy, operating and certain non-operating revenues and external operating subsidies are reduced by operating and certain non-operating expenses and locally funded depreciation. If the result is a deficit, that amount will be recorded as operating subsidy at the respective Organization. Operating surpluses are reflected as negative subsidies or re-allocations, back to RGRTA. No cash is ever transferred to or from the Organizations related to these subsidies. Therefore, each year the value of the receivable/payable recorded at year-end is recorded as a write-off of inter-entity accounts and ultimately eliminated for reporting on the accompanying statements of revenue, expense and changes in net position.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Expenses

Amounts reported as operating expenses are from providing services in connection with the Authority's and Organizations' ongoing transportation operations. The principal operating expenses of the Authority and the Organizations include salaries, employee benefits, material and supplies, outside services, casualty and insurance claims, utilities and depreciation. All expenses not meeting this definition are reported as nonoperating expenses.

Revenues

Amounts reported as operating revenue are from providing services in connection with the Authority's and the Organizations' ongoing transportation operations. The principal operating revenues of the Organizations include customer fares, special transit fares, advertising, and various other recoveries and reimbursements. All revenues not meeting this definition are reported as nonoperating revenues.

Capital Contributions

The United States Government and New York State provide funds for a significant portion of the cost of capital purchases made by the Organizations. When these capital assets are recorded, the government's portion of the funding is reflected in the accompanying statements of revenue, expenses and changes in net position as federal and state capital contributions.

Income Taxes

The Authority and the Organizations are public benefit corporations and are exempt from federal and state income taxes, as well as state and local property and sales taxes.

Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the amounts reported in the financial statements and accompanying notes. Actual results could differ from those estimates.

Reclassifications

Certain reclassifications have been made to the 2013 financial statements to conform with the current year presentation.

3. CASH AND INVESTMENTS

Cash and equivalents

The Authority's cash and equivalents are comprised of the following as of March 31:

	<u>2014</u>		<u>2013</u>	
	<u>Carrying Amount</u>	<u>Bank Balance</u>	<u>Carrying Amount</u>	<u>Bank Balance</u>
Bank demand deposits	\$ 1,116,054	\$ 5,928,104	\$ 307,333	\$ 6,886,741
Money market funds	<u>12,481,598</u>	<u>12,481,598</u>	<u>18,421,103</u>	<u>18,421,103</u>
	<u>\$ 13,597,652</u>	<u>18,409,703</u>	<u>\$ 18,728,436</u>	<u>\$ 25,307,844</u>

Collateral

As of March 31, 2014 and 2013, the reported amount of the Authority's collateral balance was \$23,690,986 and \$32,330,806, respectively, and the bank balance was \$23,318,240 and \$29,541,462, respectively, which included \$4,908,536 and \$4,233,618, respectively, of money market funds held for investment. As of March 31, 2014 and 2013 the collateral, \$598,730 and \$501,309, respectively, was covered by federal depository insurance and \$23,092,256 and \$31,829,497, respectively, was covered by collateral held by pledging bank or a third-party custodian in the Authority's name. The Authority's investments in government securities are secured by a guarantee from the United States Treasury Department.

Inter-Entity Borrowings

Due to the centralized nature of RGRTA and the Organizations' cash management functions, RGRTA and the Organizations periodically advance funds to one another as cash flow needs arise. At March 31, 2014, the following represents amounts due to (from) RGRTA, RTS, GTCS, Lift Line and LATS:

	<u>RGRTA</u>	<u>RTS</u>	<u>GTCS</u>	<u>Lift Line</u>	<u>LATS</u>	<u>Total</u>
RGRTA	\$ -	\$ -	\$ 284,187	\$ 2	\$ 1	\$ 284,190
RTS	-	-	(441,695)	-	-	(441,695)
Lift Line	-	-	-	-	-	-
LATS	-	-	-	-	-	-
GTCS	<u>(284,190)</u>	<u>441,695</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>157,505</u>
Net due to (from)	<u>\$ (284,190)</u>	<u>\$ 441,695</u>	<u>\$ (157,508)</u>	<u>\$ 2</u>	<u>\$ 1</u>	<u>\$ -</u>

3. CASH AND INVESTMENTS (Continued)

Inter-Entity Borrowings (Continued)

At March 31, 2013, the following represents amounts due to (from) RGRTA, RTS, BBS, LATS and GTCS:

	<u>RGRTA</u>	<u>RTS</u>	<u>GTCS</u>	<u>BBS</u>	<u>LATS</u>	<u>Total</u>
RGRTA	\$ -	\$ -	\$ 77,634	\$ -	\$ -	\$ 77,634
RTS	-	-	(298,723)	-	-	(298,723)
BBS	-	-	(570)	-	-	(570)
LATS	-	-	(285)	-	-	(285)
GTCS	<u>(77,634)</u>	<u>298,723</u>	<u>-</u>	<u>570</u>	<u>285</u>	<u>221,944</u>

Net due						
to (from)	<u>\$ (77,634)</u>	<u>\$ 298,723</u>	<u>\$ (221,944)</u>	<u>\$ 570</u>	<u>\$ 285</u>	<u>\$ -</u>

In 2014 and 2013, RGRTA and Organizations wrote-off current year inter-entity receivable (payable) balances that were not expected to be paid as well as prior year inter-entity receivable (payable) balances which are set forth in the statements of revenue, expenses and changes in net position as write-off of inter-entity accounts.

3. CASH AND INVESTMENTS (Continued)

Investments

The Authority's investments are made in compliance with New York Public Authorities Law Sections 2856, 2890, 2925,122-gg(4) and 1299-II, and Office of the State Comptroller Investment Guidelines for Public Authorities and State Agencies at 2NCYRR Part 201. In accordance with this law and its own Investment Policy, the following is a list of investments the Authority is permitted to invest in:

- Certificates of Deposit with commercial banks or trust companies doing business in New York State and which are also Members of the Federal Deposit Insurance Corporation.
- Time Deposit, Demand Deposit, and Deposits in "Money Market" accounts of commercial banks or trust companies authorized to do business in New York State and which are also members of the Federal Deposit Insurance Corporation.
- Obligations of New York State or the United States Government or obligations that the principal and interest of which are guaranteed by the New York State or the United States Government and which have a liquid market with a readily determinable value equal at all times to the amount of the investment.
- Repurchase Agreements for no more than 90 days involving the purchase and sale of direct obligations of the United States of America. The purchase price shall be the present market value of the securities and not the face value. Securities purchased through a Repurchase Agreement shall be valued to market at least weekly.

As of March 31, 2014, the Authority's investments in government securities consisted of the following:

	<u>Fair Value</u>	<u>Investment Maturities (in Years)</u>		
		<u>Less Than 1</u>	<u>1-5</u>	<u>Greater than 10</u>
New York State Municipal Securities	\$2,324,678	\$ -	\$ 2,324,678	\$ -
United States Treasury Notes	18,229,683	-	18,229,683	-
Government National Mortgage Association	<u>8,009,653</u>	<u>-</u>	<u>-</u>	<u>8,009,653</u>
	<u>\$28,564,014</u>	<u>\$ -</u>	<u>\$ 20,554,361</u>	<u>\$ 8,009,653</u>

3. CASH AND INVESTMENTS (Continued)

Investments (Continued)

As of March 31, 2013, the Authority's investments in government securities consisted of the following:

	<u>Investment Maturities (in Years)</u>			
	<u>Fair Value</u>	<u>Less Than 1</u>	<u>1-5</u>	<u>Greater than 10</u>
New York State Municipal Securities	\$ 2,419,783	\$ 2,419,783	\$ -	\$ -
United States Treasury Notes	16,699,489	-	16,699,489	-
Government National Mortgage Association	<u>10,754,590</u>	<u>-</u>	<u>-</u>	<u>10,754,590</u>
	<u>\$ 29,873,862</u>	<u>\$ 2,419,783</u>	<u>\$ 16,699,489</u>	<u>\$ 10,754,590</u>

Accrued interest on investments of \$122,911 and \$130,605 is included in interest receivable on the statement of net position for 2014 and 2013, respectively.

Increases in Fair Value

The net increase/(decrease) in the fair value of investments during 2014 and 2013 was \$(1,309,123) and \$8,068,786, respectively. This amount takes into account all changes in fair value (including purchases and sales) that occurred during the year. The unrealized net loss on investments held at March 31, 2014 and 2013 was \$121,453 and \$325,898, respectively.

Custodial Credit Risk

Custodial credit risk for deposits is the risk that in the event of a financial institution failure, the Authority's deposits may not be returned. The Authority's investment policy requires that deposits which exceed the amount insured by the FDIC be collateralized by obligations of the United States, or obligations of Federal Agency's, the principal and interest of which are guaranteed by the United States or obligations of New York State. As of March 31, 2014 and 2013, the Authority's investments in United States Treasury Notes and Government National Mortgage Association bonds were all rated AAA by a nationally recognized rating organization. As of March 31, 2014 and 2013, the Authority's investments in New York State Municipal Securities were all rated AA by a nationally recognized rating organization.

3. CASH AND INVESTMENTS (Continued)

Interest Rate Risk

Interest rate risk is the risk that the fair value of the Authority's investments will decrease as a result of an increase in interest rates. As a means of limiting its exposure to fair value losses arising from rising interest rates, the Investment Policy states that the Authority is to consider protection of principal, then cash flow requirements, and finally yield requirements. The Authority has the ability to liquidate its investments daily for United States Treasury Notes and New York State Municipal Securities and with up to a twenty day notice for its mortgage backed asset securities. In addition, the Authority looks to invest in securities that have a history of making prepayments of interest prior to maturity to ensure a consistent stream of cash flows.

Concentration of Credit Risk

The Investment Policy places no limit on the amount the Authority may invest in any one issuer. As of March 31, 2014 and 2013, all of the Authority's money market funds were held with M&T Bank and JPMorgan Chase. As of March 31, 2014 and 2013, the Authority's investments were 63.9%% and 55.9%, respectively, invested in United States Treasury Notes, 28.0% and 36.0%, respectively, invested in mortgage backed asset securities and 8.1% and 8.1%, respectively, invested in New York State Municipal Securities.

Designations

The Authority's money market funds and government securities amounts are reserved by the Board of Commissioners for working capital, self-insurance, capital, other postemployment benefits and para transit. The Authority's money market funds and government securities were reserved as of March 31, 2014 as follows:

	Money Market Funds	Government Securities	Total
Working capital	\$ 12,481,598	\$ 13,955,786	\$ 26,437,384
Self-insurance	256,337	3,377,816	3,634,153
Para transit	225,284	2,865,304	3,090,588
Other postemployment benefits	<u>4,426,916</u>	<u>8,365,108</u>	<u>12,792,024</u>
Total	<u>\$ 17,390,135</u>	<u>\$ 28,564,014</u>	<u>\$ 45,954,149</u>

The Authority's money market funds and government securities were reserved as of March 31, 2013 as follows:

	Money Market Funds	Government Securities	Total
Working capital	\$ 18,421,103	\$ 14,595,909	\$ 33,017,012
Self-insurance	1,503,331	3,533,557	5,036,888
Capital	2,637,640	-	2,637,640
Para transit	92,647	2,997,337	3,089,984
Other postemployment benefits	<u>-</u>	<u>8,747,059</u>	<u>8,747,059</u>
Total	<u>\$ 22,654,721</u>	<u>\$ 29,873,862</u>	<u>\$ 52,528,583</u>

4. CAPITAL ASSETS

Capital assets consisted of the following as of March 31, 2014 and 2013:

	April 1, <u>2013</u>	<u>Additions</u>	Impairments and <u>Retirements</u>	<u>Transfers</u>	March 31, <u>2014</u>
Capital assets not being depreciated:					
Land	\$ 4,176,369	\$ -	\$ -	\$ -	\$ 4,176,369
Construction-in-process	<u>22,408,214</u>	<u>54,564,871</u>	<u>(49,635)</u>	<u>(31,837,237)</u>	<u>45,086,213</u>
Total capital assets not being depreciated	<u>26,584,583</u>	<u>54,564,871</u>	<u>(49,635)</u>	<u>(31,837,237)</u>	<u>49,262,582</u>
Capital assets being depreciated:					
Land improvements	3,235,852	1	-	-	3,235,853
Buildings and structures	32,583,352	10,389	(501,193)	2,996,943	35,089,491
Revenue vehicles	105,412,473	3,634,586	(7,233,301)	26,816,195	128,629,953
Non-revenue vehicles	1,469,863	149,524	(52,585)	-	1,566,802
Maintenance equipment	4,550,348	44,719	-	367,795	4,962,862
Other equipment	24,074,582	-	(34,088)	960,431	25,000,925
Computer equipment	6,832,694	-	(17,846)	695,873	7,510,721
Leasehold improvements	<u>2,274,978</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>2,274,978</u>
Total capital assets being depreciated	<u>180,434,142</u>	<u>3,839,219</u>	<u>(7,839,013)</u>	<u>31,837,237</u>	<u>208,271,585</u>
Accumulated depreciation of capital assets:					
Land improvements	(3,090,868)	(39,435)	-	-	(3,130,303)
Buildings and structures	(18,265,259)	(1,123,183)	501,034	-	(18,887,408)
Revenue vehicles	(55,982,038)	(9,178,156)	7,232,939	-	(57,927,255)
Non-revenue vehicles	(1,344,969)	(90,847)	52,587	-	(1,383,229)
Maintenance equipment	(2,514,694)	(312,231)	(1)	-	(2,826,926)
Other equipment	(8,742,599)	(2,660,828)	34,089	-	(11,369,338)
Computer equipment	(4,109,588)	(587,506)	(2,131)	-	(4,699,225)
Leasehold improvements	<u>(848,027)</u>	<u>(60,818)</u>	<u>3,440</u>	<u>-</u>	<u>(905,405)</u>
Total accumulated depreciation	<u>(94,898,042)</u>	<u>(14,053,004)</u>	<u>7,821,957</u>	<u>-</u>	<u>(101,129,089)</u>
Total capital assets being depreciated, net	<u>85,536,100</u>	<u>(10,213,785)</u>	<u>(17,056)</u>	<u>31,837,237</u>	<u>107,142,496</u>
Total capital assets	<u>\$112,120,683</u>	<u>\$44,351,086</u>	<u>\$ (66,691)</u>	<u>\$ -</u>	<u>\$156,405,078</u>

4. CAPITAL ASSETS (Continued)

	April 1, <u>2012</u>	<u>Additions</u>	Impairments and <u>Retirements</u>	<u>Transfers</u>	March 31, <u>2013</u>
Capital assets not being depreciated:					
Land	\$ 2,748,877	\$ 1,450,774	\$ (23,282)	\$ -	\$ 4,176,369
Construction-in-process	<u>16,362,804</u>	<u>33,594,438</u>	<u>(500,957)</u>	<u>(27,048,071)</u>	<u>22,408,214</u>
Total capital assets not being depreciated	<u>19,111,681</u>	<u>35,045,212</u>	<u>(524,239)</u>	<u>(27,048,071)</u>	<u>26,584,583</u>
Capital assets being depreciated:					
Land improvements	3,235,852	-	-	-	3,235,852
Buildings and structures	22,603,613	-	(2,286,614)	12,266,353	32,583,352
Revenue vehicles	96,771,735	1,184,285	(1,911,117)	9,367,570	105,412,473
Non-revenue vehicles	1,496,321	16,333	(42,791)	-	1,469,863
Maintenance equipment	4,345,411	52,643	-	152,294	4,550,348
Other equipment	22,611,810	25,320	(3,511,327)	4,948,779	24,074,582
Computer equipment	6,699,957	197,247	(377,585)	313,075	6,832,694
Leasehold improvements	<u>2,268,988</u>	<u>5,990</u>	<u>-</u>	<u>-</u>	<u>2,274,978</u>
Total capital assets being depreciated	<u>160,033,687</u>	<u>1,481,818</u>	<u>(8,129,434)</u>	<u>27,048,071</u>	<u>180,434,142</u>
Accumulated depreciation of capital assets:					
Land improvements	(3,051,182)	(39,686)	-	-	(3,090,868)
Buildings and structures	(19,803,674)	(747,999)	2,286,414	-	(18,265,259)
Revenue vehicles	(50,644,624)	(7,248,530)	1,911,116	-	(55,982,038)
Non-revenue vehicles	(1,264,807)	(122,954)	42,792	-	(1,344,969)
Maintenance equipment	(2,272,270)	(242,424)	-	-	(2,514,694)
Other equipment	(10,290,017)	(1,921,700)	3,469,118	-	(8,742,599)
Computer equipment	(3,747,046)	(665,731)	303,189	-	(4,109,588)
Leasehold improvements	<u>(784,286)</u>	<u>(63,741)</u>	<u>-</u>	<u>-</u>	<u>(848,027)</u>
Total accumulated depreciation	<u>(91,857,906)</u>	<u>(11,052,765)</u>	<u>8,012,629</u>	<u>-</u>	<u>(94,898,042)</u>
Total capital assets being depreciated, net	<u>68,175,781</u>	<u>(9,570,947)</u>	<u>(116,805)</u>	<u>27,048,071</u>	<u>85,536,100</u>
Total capital assets	<u>\$ 87,287,462</u>	<u>\$ 25,474,265</u>	<u>\$ (641,044)</u>	<u>\$ -</u>	<u>\$ 112,120,683</u>

5. INTER-ENTITY COST ALLOCATION

During 2014, RGRTA, RTS, and Lift Line allocated certain administrative personnel costs each other and the other Organizations. The amounts are reported as other operating revenue and as inter-entity cost allocations of the Authority's component units. These amounts are eliminated for presentation of the statement of revenues, expenses and change in net position.

	<u>RGRTA</u>	<u>RTS</u>	<u>Lift Line</u>	<u>Total</u>
RGRTA	\$ -	\$ 634,301	\$ -	\$ 634,301
RTS	673,941	-	-	673,941
Lift Line	61,688	457,212	-	518,900
BBS	15,010	164,683	2,848	182,541
LATS	58,036	156,812	2,848	217,696
OTS	15,010	157,319	2,848	175,177
STS	15,010	193,738	2,848	211,596
WATS	15,010	156,351	2,849	174,210
WYTS	54,002	157,319	2,849	214,170
GTC	-	23,141	-	23,141
Total	<u>\$ 907,707</u>	<u>\$ 2,100,876</u>	<u>\$ 17,090</u>	<u>\$ 3,025,673</u>

For 2013, these amounts were eliminated for presentation of the statement of revenues, expenses and change in net position.

	<u>RGRTA</u>	<u>RTS</u>	<u>Lift Line</u>	<u>Total</u>
RGRTA	\$ -	\$ 544,554	\$ -	\$ 544,554
RTS	612,714	-	-	612,714
Lift Line	58,011	533,575	-	591,586
BBS	19,983	126,283	8,212	154,478
LATS	56,614	128,657	8,212	193,483
OTS	19,983	126,173	8,212	154,368
STS	19,983	124,294	8,212	152,489
WATS	19,983	124,294	8,212	152,489
WYTS	52,606	126,173	8,212	186,991
GTC	-	20,202	-	20,202
Total	<u>\$ 859,877</u>	<u>\$ 1,854,205</u>	<u>\$ 49,272</u>	<u>\$ 2,763,354</u>

6. CAPITAL LEASE OBLIGATION

During 2013, the Authority entered into a four-year capital lease for computer storage area network equipment. The capital lease is non-interest bearing with annual lease payments of \$44,315 for a total cost of \$177,261.

As of March 31, 2014 and 2013 the lease outstanding totaled \$88,630 and \$132,946, respectively. Accumulated amortization of assets under this capital lease was \$88,630 and \$44,315 as of March 31, 2014 and March 31, 2013, respectively.

7. PENSION PLANS

New York State and Local Employees' Retirement System

Plan Description

All of the employees of the RGRTA (11) and GTCS (7) participate in the New York State and Local Employees' Retirement System (the System). The System is a cost-sharing multiple-employer retirement system. Obligations of employers and employees to contribute and benefits to employees are governed by the New York State Retirement and Social Security Law (NYSRSSL). As set forth in the NYSRSSL, the Comptroller of the State of New York (Comptroller) serves as sole trustee and administrative head of the System. The Comptroller shall adopt and may amend rules and regulations for the administration and transactions of the business of the System and for the custody and control of its funds. The System issues a publicly available financial report that includes financial statements and required supplementary information. That report may be obtained by writing to the New York State and Local Employees' Retirement System, Governor Alfred E. Smith Office Building, Albany, New York, 12244.

The total payroll for the Authority's employees covered by the System for the years ended March 31, 2014 and 2013 was \$1,287,594 and \$1,500,498, respectively. The GTCS payroll for employees covered by the System for the years ended March 31, 2014 and 2013 was \$491,775 and \$513,031, respectively.

Funding Policy

Membership, benefits, and employer and employee obligations to contribute are described in the NYSRSSL using the tier concept. Pension legislation established tier membership by the date a member last joined the Retirement Systems and are as follows:

Tier 1 - Those persons who last became members before July 1, 1973.

Tier 2 - Those persons who last became members on or after July 1, 1973, but before July 27, 1976.

Tier 3 - Generally those persons who are State correction officers who last became members on or after July 27, 1976, and all others who last became members on or after July 27, 1976, but before September 1, 1983.

Tier 4 - Generally, except for corrections officers, those persons who last became members on or after September 1, 1983, but before January 1, 2010.

Tier 5 - Those persons who last became members on or after January 1, 2010, but before April 1, 2012.

Tier 6 - Those persons who last became members on or after April 1, 2012.

7. PENSION PLANS (Continued)

New York State and Local Employees' Retirement System (Continued)

Tier 3 and Tier 4 members are required to contribute 3% of their wages to the plan for 10 years. Tier 5 members are required to contribute 3% of their salary for the length of their employment. Beginning April 1, 2013, the contribution rate for the Tier 6 members will vary based on each member's annual compensation varying between 3% and 6%. The plan cannot be diminished or impaired. Benefits can be reduced for future membership only by an act of the New York Legislature. Under the authority of the NYSRSSL, the Comptroller shall certify annually the rates expressed as a percentage of payroll of members, which shall be used in computing the contributions required to be made by employers to the pension accumulation fund. The Authority and GTCS contributions for fiscal years 2014, 2013, and 2012 were equal to the required contributions for the year, and were recorded as expense as follows:

	<u>2014</u>	<u>2013</u>	<u>2012</u>
RGRTA	\$ 77,403	\$ 302,463	\$ 319,275
GTCS	<u>109,683</u>	<u>102,154</u>	<u>67,115</u>
	<u>\$ 187,086</u>	<u>\$ 404,617</u>	<u>\$ 386,390</u>

Effective May 14, 2003, the System's billings require a minimum employer contribution of 4.5% annually of the fund value at April 1 of the previous fiscal year.

Single Employer Pension Plans

Plan Description

The Authority is the sponsor of four single employer defined benefit pension plans. These plans provide retirement benefits for approximately 1,066 active and inactive plan participants as of March 31, 2014.

- Retirement Plan for Union Employees of Regional Transit Service, Inc. (RTS Union Plan)
- Retirement Plan for General Administrative and Supervisory (Non-Union) Employees of Regional Transit Service, Inc. (RTS Non-Union Plan)
- Retirement Plan for Union Employees of Lift Line, Inc. (Lift Line Union Plan)
- Retirement Plan for Non-Union Employees of Lift Line, Inc. and Rural Properties (Lift Line and Regional Entities Non-Union Plan)

Each plan provides retirement, disability and death benefits to plan members and beneficiaries. The Board of Commissioners and the Union, if applicable, have the authority to establish and amend the contribution requirements and benefit provisions of each retirement plan.

In addition to providing pension benefits, the RTS Non-Union Plan provides certain postretirement health care and life insurance benefits. In accordance with the RTS Non-Union Plan document, the RTS Non-Union Plan is not required to contribute a portion of the cost if the plan is not funded greater than 120%. During fiscal years 2014 and 2013, the RTS Non-Union Plan was not funded greater than 120%; therefore, the Plan did not fund this expense.

Participants of the RTS and Lift Line Union Plans are represented by Amalgamated Transit Union, Local 282, AFL-CIO and are eligible for coverage on their dates of hire for full-time employment. The Authority is contractually obligated to make contributions on behalf of both the RTS and Lift Line Union Plans. In certain years the contractual obligation could exceed the actuarially calculated annual required contribution.

7. PENSION PLANS (Continued)

Single Employer Pension Plans (Continued)

Funding Policy and Annual Pension Cost

The Organizations' annual pension cost for the current year and related information for each plan is as follows:

	RTS Union Plan	RTS Non-Union Plan	Lift Line Union Plan	Lift Line and Regional Entities Non-Union Plan
Plan type	Single Employer Defined Benefit Plan			
Date of actuarial valuation:	11/1/2013	4/1/2013	4/1/2013	5/1/2013
Contribution rates:				
Employer	1.5%(a)	(b)	3.0%	(b)
Plan members	1.5%(a)	0.0%	3.0%	3.0%
Normal retirement age	65	62	65	65
Benefits provided	Monthly benefit equal to 1.65% of the average of the five highest years' W-2 earnings (subject to a minimum of \$300 per month and a maximum of \$53 per month multiplied by years of credited service. (d)	Monthly benefit calculated based on average compensation, as defined by plan, for three highest consecutive years multiplied by years of credited service times 1.75%. (e)	Monthly benefit calculated based on the employee's yearly compensation multiplied by years of credited service times 1.3%. (f)	Monthly benefit calculated based on the employee's yearly compensation multiplied by years of credited service times 1.45%.
Actuarial cost method	Projected Unit Credit	Projected Unit Credit	Unprojected Unit Credit	Unprojected Unit Credit
Amortization method (c)	Level Dollar Method	Level Dollar Method	Level Dollar Method	Level Dollar Method
Amortization period	Closed - 10 years			
Asset valuation method	Rolling forward prior year's actuarial value with contributions, disbursements, and expected return on investments at the valuation interest rate, and adding 20% of the difference between the reported market value and the expected actuarial value.	Rolling forward prior year's actuarial value with contributions, disbursements, and expected return on investments at the valuation interest rate, and adding 20% of the difference between the reported market value and the expected actuarial value.	Rolling forward prior year's actuarial value with contributions, disbursements, and expected return on investments at the valuation interest rate, and adding 20% of the difference between the reported market value and the expected actuarial value.	Rolling forward prior year's actuarial value with contributions, disbursements, and expected return on investments at the valuation interest rate, and adding 20% of the difference between the reported market value and the expected actuarial value.
Actuarial assumptions:				
Investment rate of return, net	8.0%	7.1%	8.0%	7.1%
Projected salary increases	5.0%	4.0%	5.0%	5.0%
Annual pension cost (APC)	\$ 1,397,782	\$ 240,344	\$ 72,148	\$ 232,761
APC contributed	100%	100%	100%	100%
Annual required contribution	\$ 1,397,782	\$ 240,344	\$ 72,148	\$ 232,761
Amortization of unfunded actuarial liability (asset) - including interest	\$ 107,156	\$ (234,950)	\$ (109,331)	\$ 50,044
Adjustment for net pension obligation	\$ -	\$ -	\$ -	\$ -
Ending balance of net pension obligation	\$ 1,482,747	\$ -	\$ -	\$ 285,247
Number of members (Active and Inactive)	730	181	65	90

(a) If additional contributions are required to fund the benefits of the plan, plan members are required to contribute up to 0.5% of their salaries to fund the additional contribution. If further additional contributions are required, they are split equally between plan members and RTS.

(b) RTS' policy is to contribute annually an amount equal to the net employer normal cost (ARC).

(c) The amortization method used for all plans incorporates equal payments of principal and interest.

(d) Effective for the RTS Union Plan, after January 1, 2014, the monthly benefit maximum will increase to \$55 per month multiplied by the years of credited service.

(e) The percentage used is increased, as defined in the plan, for employees with more than 20 years of credited service with the employer.

(f) Effective June 6, 2013, the pension benefit multiplier for the LL Union Plan increased from 1.3% to 1.65% for all compensation earned each year including prior years.

7. PENSION PLANS (Continued)

Single Employer Pension Plans (Continued)

Trend Information:

Plan Year Ended	Annual Required Contribution (1)	Amount Contributed	Percentage Contributed
RTS UNION PLAN			
October 31, 2013	\$ 1,572,818	\$ 1,572,818	100.0%
October 31, 2012	\$ 1,112,120	\$ 1,112,120	100.0%
October 31, 2011	\$ 949,924	\$ 949,924	100.0%
October 31, 2010	\$ 992,251	\$ 992,251	100.0%
October 31, 2009	\$ 616,245	\$ 616,245	100.0%
October 31, 2008	\$ 686,499	\$ 686,499	100.0%
RTS NON-UNION PLAN			
March 31, 2013	\$ 286,474	\$ 286,474	100.0%
March 31, 2012	\$ -	\$ -	N/A
March 31, 2011	\$ -	\$ -	N/A
March 31, 2010	\$ -	\$ -	N/A
March 31, 2009	\$ -	\$ -	N/A
March 31, 2008	\$ -	\$ -	N/A
LIFT LINE UNION PLAN			
March 31, 2013	\$ 72,516	\$ 72,516	100.0%
March 31, 2012	\$ 82,045	\$ 82,045	100.0%
March 31, 2011	\$ 77,722	\$ 77,722	100.0%
March 31, 2010	\$ 70,941	\$ 70,941	100.0%
March 31, 2009	\$ 110,960	\$ 110,960	100.0%
March 31, 2008	\$ 73,743	\$ 73,743	100.0%
LIFT LINE AND REGIONAL ENTITIES NON-UNION PLAN			
April 30, 2013	\$ 129,936	\$ 129,936	100.0%
April 30, 2012	\$ 69,463	\$ 69,463	100.0%
April 30, 2011	\$ 67,470	\$ 67,470	100.0%
April 30, 2010	\$ 60,404	\$ 60,404	100.0%
April 30, 2009	\$ 42,065	\$ 42,065	100.0%
April 30, 2008	\$ 32,849	\$ 32,849	100.0%

- (1) The annual required contribution for the RTS Union and Lift Line Union Plans has been adjusted to be based on the same measure of payroll and contractual obligations as the contributions recognized as additions in the statements of revenue, expenses and changes in net position.

7. PENSION PLANS (Continued)

Single Employer Pension Plans (Continued)

Schedule of Pension Funding Progress:

Actuarial Report as of:	Actuarial Valuation of Plan Assets	Actuarial Accrued Liability (AAL)	Percentage Funded	Excess (Deficiency) of Assets Over AAL	Annual Covered Payroll	Excess (Deficiency) as a Percentage of Covered Payroll
RTS UNION PLAN						
(\$ In Millions)						
November 1, 2013	\$ 45.1	\$ 46.6	96.8%	\$ (1.5)	\$ 22.3	-6.7%
November 1, 2012	\$ 42.4	\$ 45.1	94.0%	\$ (2.7)	\$ 22.4	-12.1%
November 1, 2011	\$ 40.5	\$ 38.9	104.1%	\$ 1.6	\$ 20.0	8.0%
November 1, 2010	\$ 39.2	\$ 38.2	102.6%	\$ 1.0	\$ 18.9	5.3%
November 1, 2009	\$ 39.0	\$ 36.9	105.7%	\$ 2.1	\$ 18.6	11.3%
November 1, 2008	\$ 39.5	\$ 37.2	106.2%	\$ 2.3	\$ 18.4	12.5%
RTS NON-UNION PLAN						
(\$ In Millions)						
April 1, 2013	\$ 18.9	\$ 18.1	104.4%	\$ 0.8	\$ 4.2	19.0%
April 1, 2012	\$ 18.2	\$ 17.4	104.6%	\$ 0.8	\$ 4.1	19.5%
April 1, 2011	\$ 17.7	\$ 15.0	118.0%	\$ 2.7	\$ 3.9	69.2%
April 1, 2010	\$ 17.2	\$ 14.5	118.6%	\$ 2.7	\$ 3.8	71.1%
April 1, 2009	\$ 16.6	\$ 13.8	120.3%	\$ 2.7	\$ 3.5	77.1%
April 1, 2008	\$ 19.2	\$ 13.0	147.7%	\$ 6.2	\$ 3.3	187.9%
LIFT LINE UNION PLAN						
(\$ In Thousands)						
April 1, 2013	\$ 2,366.6	\$ 1,695.4	139.6%	\$ 671.2	\$ 2,312.4	29.0%
April 1, 2012	\$ 2,079.8	\$ 1,175.1	177.0%	\$ 904.7	\$ 2,552.4	35.4%
April 1, 2011	\$ 1,835.2	\$ 1,124.6	163.2%	\$ 710.6	\$ 1,868.7	38.0%
April 1, 2010	\$ 1,621.5	\$ 864.6	187.5%	\$ 756.9	\$ 1,919.0	39.4%
April 1, 2009	\$ 1,398.2	\$ 779.1	179.5%	\$ 619.1	\$ 1,831.0	33.8%
April 1, 2008	\$ 1,323.5	\$ 717.0	184.6%	\$ 606.5	\$ 1,917.0	31.6%
LIFT LINE AND REGIONAL ENTITIES NON-UNION PLAN						
(\$ In Thousands)						
May 1, 2013	\$ 1,434.9	\$ 1,720.1	83.4%	\$ (285.2)	\$ 2,545.9	-11.2%
May 1, 2012	\$ 1,232.2	\$ 1,545.3	79.7%	\$ (313.1)	\$ 2,270.3	-13.8%
May 1, 2011	\$ 1,097.9	\$ 1,238.1	88.7%	\$ (140.2)	\$ 1,904.1	-7.4%
May 1, 2010	\$ 951.4	\$ 1,114.5	85.4%	\$ (163.1)	\$ 1,829.8	-8.9%
May 1, 2009	\$ 864.5	\$ 1,036.5	83.4%	\$ (172.0)	\$ 1,756.9	-9.8%
May 1, 2008	\$ 931.9	\$ 940.5	99.1%	\$ (8.6)	\$ 1,585.4	-0.5%

8. OTHER POSTEMPLOYMENT BENEFITS

Plan Description

The Authority provides certain postemployment insurance benefits to retired RTS union employees and non-union employees of RTS and RGRTA. These benefits are provided based upon collective bargaining agreements as well as established practices which together constitute a substantive plan (the Plan). The Authority combines the two plans and administers as a single employer defined benefit other postemployment benefit (OPEB) Plan.

Employees are eligible to participate if they meet the criteria for normal retirement (age 65 and minimum 10 years of service for union, and age 62 and minimum 10 years of service for non-union), disability retirement (15 years of service for union and non-union) or early retirement (age 55 and minimum 25 years of service for union, age 55 and minimum 15 years of service for non-union). The plan has 551 active participants as of March 31, 2013. The Plan does not issue a stand-alone financial report since there are no assets legally segregated for the sole purpose of paying benefits under the Plan.

Funding Policy

Currently, the Plan is funded by the Authority on a pay-as-you-go basis. As of the date of these financial statements, New York State has not yet adopted legislation that would enable government entities to establish a Governmental Accounting Standards Board (GASB) qualifying trust for the purpose of funding OPEB benefits. Pending such legislation, the Authority established an OPEB reserve fund in 2007.

Annual OPEB Cost and Net OPEB Obligation

In fiscal 2013 the Authority retained an independent actuarial firm to perform a calculation of the expected value of the Plan's OPEB obligation. This valuation report provides the Authority's obligations for fiscal 2013 in accordance with GASB Statement No. 45, "*Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions.*" The valuation was performed using census data as of November 1, 2012 and plan provisions as of April 1, 2012. The valuation was performed as of April 1, 2012. While there is not a requirement to fund the obligation, the Authority has established a reserve fund to provide funding for a dedicated OPEB trust account when permitted to do so by state legislation.

8. OTHER POSTEMPLOYMENT BENEFITS (CONTINUED)

The Authority's annual OPEB expense is calculated based on the annual required contribution of the employer (ARC), an amount actuarially determined in accordance with generally accepted accounting principles. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year plus the amortization of the unfunded actuarial accrued liability (UAAL) over a 30 year period. The following tables set forth the components of the RGRTA and RTS' OPEB expense for the 2014 and 2013 fiscal years, the amount actually contributed to the Plan, and the changes in the net OPEB obligation:

	RGRTA	RTS	TOTAL
Annual required contribution before interest	\$ 108,000	\$ 6,617,000	\$ 6,725,000
Interest on net OPEB obligation	14,000	853,000	867,000
Amortization of UAAL	<u>(22,000)</u>	<u>(1,326,000)</u>	<u>(1,348,000)</u>
Annual OPEB cost	100,000	6,144,000	6,244,000
Contributions made	<u>(37,000)</u>	<u>(1,659,000)</u>	<u>(1,696,000)</u>
Increase in net OPEB obligation	63,000	4,485,000	4,548,000
Net OPEB Obligation – April 1, 2013	<u>459,779</u>	<u>28,867,109</u>	<u>29,326,888</u>
Net OPEB Obligation – March 31, 2014	<u>\$ 522,779</u>	<u>\$ 33,352,109</u>	<u>\$ 33,874,888</u>

	RGRTA	RTS	TOTAL
Annual required contribution before interest	\$ 108,000	\$ 6,617,000	\$ 6,725,000
Interest on net OPEB obligation	14,000	853,000	867,000
Amortization of UAAL	<u>(22,000)</u>	<u>(1,326,000)</u>	<u>(1,348,000)</u>
Annual OPEB cost	100,000	6,144,000	6,244,000
Contributions made	<u>(37,000)</u>	<u>(1,659,000)</u>	<u>(1,696,000)</u>
Increase in net OPEB obligation	63,000	4,485,000	4,548,000
Net OPEB Obligation – April 1, 2012	<u>396,779</u>	<u>24,382,109</u>	<u>24,778,888</u>
Net OPEB Obligation – March 31, 2013	<u>\$ 459,779</u>	<u>\$ 28,867,109</u>	<u>\$ 29,326,888</u>

8. OTHER POSTEMPLOYMENT BENEFITS (Continued)

Percentage of Annual OPEB Cost

Schedule of OPEB Cost Contributed

<u>Actuarial Valuation Date</u>	<u>Annual OPEB Cost</u>	<u>% of OPEB Cost Contributed</u>	<u>Contribution (ARC)</u>	<u>% of ARC Contributed</u>	<u>Net OPEB Obligation</u>
4/1/09	\$ 5,190,700	55.5%	\$ 5,491,800	52.4%	\$22,352,659
4/1/11	\$ 5,190,000	53.3%	\$ 5,491,800	50.3%	\$24,778,888
4/1/12	\$ 6,244,000	27.2%	\$ 6,725,000	25.2%	\$29,326,888
4/1/13	\$ 6,244,000	27.2%	\$ 6,725,000	25.2%	\$33,874,888

Funded Status and Funding Progress

The projection of future benefits for an ongoing plan involves estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, and the healthcare cost trend. Amounts determined regarding the funded status of the Plan and the annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future.

Actuarial Methods and Assumptions

Projections of benefits for financial reporting purposes are based on the substantive plan as understood by the employer and plan members and include the types of benefits provided at the time of the valuation and the historical pattern of sharing of benefit costs between the employer and plan members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations.

In the April 1, 2012 actuarial valuation the following methods and assumptions were used:

Actuarial Cost Method	Projected Unit Credit
Rate of Inflation	2.5% per annum, compounded annually
Discount Rate*	3.5%
Medical Care Cost Trend Rate	7.5% pre-Medicare and 6.0% post-Medicare in 2013, decreasing gradually until the ultimate post-Medicare rate of 5.05% in 2047.

Unfunded Actuarial Accrued Liability:

Amortization Period	30 years
Amortization Method	Level Dollar
Amortization Basis	Closed

* As the plan is unfunded, the assumed discount rate considers that the Authority's investment assets are short term in nature, such as money market funds.

8. OTHER POSTEMPLOYMENT BENEFITS (Continued)

Actuarial Methods and Assumptions (Continued)

The schedule of funding progress presents information on the actuarial value of plan assets relative to the actuarial accrued liabilities for benefits.

Schedule of Funding Progress for the Plan

Actuarial Valuation Date	Actuarial Value of Assets (a)	Actuarial Accrued Liability (AAL) (b)	Unfunded AAL (UAAL) (b) - (a)	Funded Ratio (a)/(b)	Covered Payroll (c)	UAAL as a % of covered Payroll (b)-(a)/(c)
4/1/09	\$ -	\$ 66,176,500	\$ 66,176,500	0.0%	\$ 24,344,939	271.8%
4/1/10	\$ -	\$ 66,844,000	\$ 66,844,000	0.0%	\$ 27,219,356	245.6%
4/1/12	\$ -	\$ 59,578,000	\$ 59,578,000	0.0%	\$ 30,315,164	196.5%

9. SELF-INSURANCE

The Authority is self-insured up to \$1,500,000 per incident for automobile liability, and is self-insured for workers' compensation, environmental claims, and certain forms of property damage. In addition, the Authority maintains excess automobile liability insurance coverage of \$15,000,000 with outside insurance carriers. The Authority has set aside assets for claim settlement and servicing. All component units of the Authority are covered by these assets.

Claims liabilities are recorded when it is probable that a loss has occurred and the amount of that loss can be reasonably estimated. Liabilities include an amount for claims that have been incurred but not reported. Because actual claims liabilities depend on such complex factors as inflation, changes in legal doctrines and damage awards, the process used in computing claims liabilities does not necessarily result in an exact amount. Claims liabilities are re-evaluated periodically to take into consideration recently settled claims, the frequency of claims, and other economic and social factors. Annually, the Authority engages an actuary to perform a study to estimate the potential exposure related to incurred but not reported claims for workers' compensation. The information below summarizes the workers' compensation activity for the years ended March 31, 2014 and 2013:

	Balance - April 1, 2013	Current Year Claims and Changes in Estimates	Claims Payments	Balance - March 31, 2014
Authority	\$ 300	\$ 16	\$ (316)	\$ -
RTS	2,918,222	166,954	(548,048)	2,537,128
Lift Line	377,599	(27,658)	(139,411)	210,530
BBS	129,652	92,245	(24,220)	197,677
LATS	24,652	(579)	(8,386)	15,687
OTS	4,493	(1,014)	(342)	3,137
STS	353	183	(536)	-
WATS	546	9,405	(2,081)	7,870
WYTS	33,586	19,133	(5,196)	47,523
GTCS	599	(151)	-	448
Total	<u>\$ 3,490,002</u>	<u>\$ 258,534</u>	<u>\$ (728,536)</u>	<u>\$ 3,020,000</u>

9. SELF-INSURANCE (Continued)

	Balance - <u>April 1, 2012</u>	Current Year Claims and Changes in Estimates	Claims Payments	Balance - <u>March 31, 2013</u>
Authority	\$ -	\$ 939	\$ (639)	\$ 300
RTS	3,331,590	182,345	(595,713)	2,918,222
Lift Line	352,602	86,744	(61,747)	377,599
BBS	190,788	16,214	(77,350)	129,652
LATS	33,721	175	(9,244)	24,652
OTS	-	5,266	(773)	4,493
STS	353	406	(406)	353
WATS	-	4,298	(3,752)	546
WYTS	30,946	7,215	(4,575)	33,586
GTCS	-	599	-	599
Total	<u>\$ 3,940,000</u>	<u>\$ 304,201</u>	<u>\$ (754,199)</u>	<u>\$ 3,490,002</u>

The information below summarizes the reserve for litigated and unlitigated claims activity for the years ended March 31, 2014 and 2013:

	Balance - <u>April 1, 2013</u>	Current Year Claims and Changes in Estimates	Claims (Payments)/ Recoupments	Balance - <u>March 31, 2014</u>
RTS	\$ 1,819,050	\$ 437,027	\$ (1,546,746)	\$ 709,331
Lift Line	518,236	231,552	(34,639)	715,149
LATS	46,101	171,019	(211,190)	5,930
STS	4,598	(398)	-	4,200
WATS	65,205	(17,999)	(984)	46,222
WYTS	-	250	(250)	-
GTCS	-	5,000	-	5,000
Total	<u>\$ 2,453,190</u>	<u>\$ 826,451</u>	<u>\$ (1,793,809)</u>	<u>\$ 1,485,832</u>

	Balance - <u>April 1, 2012</u>	Current Year Claims and Changes in Estimates	Claims (Payments)/ Recoupments	Balance - <u>March 31, 2013</u>
RTS	\$ 1,822,804	\$ 357,492	\$ (361,246)	\$ 1,819,050
Lift Line	571,571	(26,331)	(27,004)	518,236
LATS	39,102	18,371	(11,372)	46,101
STS	2,000	9,071	(6,473)	4,598
WATS	37,008	14,954	13,243	65,205
WYTS	399	(399)	-	-
GTCS	-	-	-	-
Total	<u>\$ 2,472,884</u>	<u>\$ 373,158</u>	<u>\$ (392,852)</u>	<u>\$ 2,453,190</u>

9. SELF-INSURANCE (Continued)

Changes in investments designated for self-insurance during fiscal 2014 are as follows:

Balance - beginning of year	\$ 5,036,888
Uses of self-insurance investments	(1,421,182)
Investments earnings, net	<u>18,447</u>
Balance - end of year	<u>\$ 3,634,153</u>

In 2013, investments designated for self-insurance had a beginning balance of \$5,002,545 and investment earnings of \$34,343 resulting in an end of year balance of \$5,036,888.

The amount of assets segregated for self-insurance has been estimated by the Authority based upon past experience and consideration of current outstanding issues and is not the result of an actuarially-determined methodology.

10. CAPITAL RESERVE FUND

In fiscal 1999, the Board of Commissioners authorized the establishment of a capital reserve fund to accumulate resources for future capital purchases. The capital reserve was funded initially from unrestricted net assets. During fiscal 2000 and 2007, \$1,200,000 and \$1,000,000, respectively, was added to the capital reserve fund from additional New York State Operating Assistance (STOA) funding. Otherwise, the capital reserve fund has been funded with amounts budgeted for local depreciation, to the extent practicable.

Changes in the investments designated for capital reserve for the years ended March 31 are as follows:

	<u>2014</u>	<u>2013</u>
Balance – beginning of the year	\$2,637,640	\$4,316,372
Additional funding from unrestricted net position	1,876,100	1,204,700
Temporary funding from working capital	2,090,131	
Investment earnings	936	7,181
Local share of capital purchases	<u>(6,604,807)</u>	<u>(2,890,613)</u>
Balance – end of year	<u>\$ -</u>	<u>\$2,637,640</u>

11. COMMITMENTS

Leases

The Authority leases property for its Customer Service Center under a non-cancelable operating lease agreement expiring April 2014, with annual rent of approximately \$40,000. Rent expense at Lift Line and RTS combined under the terms of this agreement was \$ 39,456 and \$42,647 for the years ended March 31, 2014 and 2013, respectively. This lease was allowed to expire in April of 2014.

WYTS leases property for administration and operations under a non-cancelable operating lease agreement expiring April 2016, with annual rent expense of \$20,415 and \$19,800 for the years ended March 31, 2014 and 2013, respectively.

12. FIXED PRICE FUEL SWAP

Fuel Swap

In May 2012, the Authority entered into two transactions with Cargill, Incorporated (Cargill) pursuant to the September 2011 master agreement to mitigate the volatile risk of diesel fuel costs for budgetary and cost control purposes as discussed below for the period June 1, 2012 through March 31, 2015.

Hedge Effectiveness

The Authority used the consistent critical terms method to evaluate the hedge effectiveness of the fuel swap contract. This method evaluates effectiveness by qualitative consideration of the critical terms of the hedgeable item (i.e., diesel fuel) and the potential hedging derivative instrument. Under the consistent critical terms method, if the critical terms of the hedgeable item and the potential hedging derivative instrument are the same, or similar, the changes in cash flows of the potential hedging derivative instrument will offset substantially the changes in cash flows of the hedgeable item. The Authority considered the fuel swap contract to be effective due to the fact that the changes in cash flow from the price of diesel fuel substantially offset the changes in price of the fuel swap contract.

Objectives

RTS entered into the fuel swap contract to reduce the risk of price volatility for diesel fuel supply. The swap contract for fiscal year ended March 31, 2014 and 2013 covered approximately 65.8% and 58%, respectively, of total fuel establishing a cap on fuel cost per gallon for that portion of fuel needs. The balance of RTS' fuel supply needs were purchased via spot market to take advantage of market prices that fall below the fixed price swap amount per gallon.

12. FIXED PRICE FUEL SWAP (Continued)

Terms

The terms of the RTS fuel swap contract were as follows:

<u>Notional Amount</u>	<u>Counter-Party Credit Rating *</u>	<u>Effective Date</u>	<u>Maturity Date</u>	<u>Terms</u>
120,000 Gallons of Diesel Fuel per month	A	6/1/2012	3/31/2013	Pay \$3.0650 per gallon of diesel fuel receive floating price NY Harbor Ultra Low Sulfur Diesel Fuel price back.
85,000 Gallons of Diesel Fuel per month	A	4/1/2013	3/31/2014	Pay \$3.0325 per gallon of diesel fuel receive floating price NY Harbor Ultra Low Sulfur Diesel Fuel price back.
34,000 Gallons of Diesel Fuel per month	A	4/1/2013	3/31/2014	Pay \$2.8250 per gallon of diesel fuel receive floating price NY Harbor Ultra Low Sulfur Diesel Fuel price back.
85,000 Gallons of Diesel Fuel per month	A	4/1/2014	3/31/2015	Pay \$2.8275 per gallon of diesel fuel receive floating price NY Harbor Ultra Low Sulfur Diesel Fuel price back.

* As noted by Standard and Poors.

During 2014, RTS received \$45,959, in cash net payments from Cargill. During 2013, RTS received \$32,114, in cash net payments from Cargill.

Credit Risk

RTS is exposed to credit risk related to the fuel swap contract when it is in an asset position. To mitigate that risk, the total amount of the fuel swap contract asset as of March 31, 2014 and 2013 is the maximum loss that would have been recognized at the reporting date if Cargill failed to perform.

RTS has entered into a collateral support agreement with Cargill to mitigate the risk of non-performance during the period the fuel swap contract is in effect.

The collateral agreement requires that if the performance exposure and, the position market value of the fuel swap contract, were to exceed \$7,500,000, then either party may demand the other party transfer collateral at least equal to the excess exposure. The collateral shall be in the form of U.S. dollars and held in a bank account in the United States.

12. FIXED PRICE FUEL SWAP (Continued)

Basis Risk

RTS is not exposed to basis risk on the fuel swap contract because the expected commodity purchase being hedged will price based on U.S. spot price, at the pricing point that is the same as the pricing point at which the forward contract is expected to settle.

Termination Risk

The fuel swap contract could terminate at any time if certain events occur that result in one party not performing in accordance with the agreement. The fuel swap contract may terminate due to illegality, a credit event upon merger, or an event of default and illegality. If the fuel swap contract is in a liability position at the time of termination, RTS would be liable for a payment equal to the liability.

13. CONTINGENCIES

The Authority and certain of the Organizations are defendants in various personal injury, property damage liability and labor dispute lawsuits. It is not possible at this time to predict the outcome of the legal actions currently in process or pending against the Authority and the Organizations. In the opinion of management, however, the disposition of the lawsuits will not have a material adverse effect on the financial position of the Authority and the Organizations.

14. SOIL REMEDIATION LIABILITY

Pollution remediation obligations, which are estimates and subject to changes resulting from price increases or reductions, technology, or changes in applicable laws or regulations, occur when any one of the following obligating events takes place:

- An imminent threat to public health due to pollution exists,
- The Authority is in violation of a pollution prevention-related permit or license,
- The Authority is named by a regulator as a responsible or potentially responsible party to participate in remediation,
- The Authority is named or there is evidence to indicate that it will be named in a lawsuit that compels participation in remediation activities, or
- The Authority voluntarily commences or legally obligates itself to commence remediation efforts.

In 2009, RTS identified and estimated costs related to a remediation obligation. RTS recorded a non-operating expense and corresponding liability for soil contamination remediation obligations.

During 2014, RTS recognized a loss on change in soil remediation liability of \$815,317 and has increased its soil remediation liability to \$1,468,061 as of March 31, 2014, using the cash flow technique.

14. SOIL REMEDIATION LIABILITY (Continued)

The Authority had the following activity related to soil remediation for the years ended March 31:

	<u>2014</u>	<u>2013</u>
Soil remediation liability beginning of year	\$ 657,251	\$ 642,951
Expected additional future outlays, increasing liability Estimates	815,317	37,978
Payments for soil remediation	(4,507)	(23,678)
Reduction in liability estimates	<u>-</u>	<u>-</u>
Soil remediation liability end of year	1,468,061	657,251
Less: Current portion	<u>(109,450)</u>	<u>(132,000)</u>
Long-term soil remediation liability	<u>\$ 1,358,611</u>	<u>\$ 525,251</u>

RTS has estimated it will expend approximately \$109,450 in fiscal 2015 and has recorded this amount as a current liability.

The soil remediation liability consists of future and present activities associated with the decontamination of the soil at the RTS operations headquarters. This liability could change over time due to changes in costs of goods and services, changes in remediation technology, or changes in laws and regulations governing the remediation efforts.

15. CONDENSED FINANCIAL INFORMATION

The financial statements of the Authority include the accounts of RGRTA, and its nine (9) blended component units for which the Authority is financially accountable, more completely described in Note 2. GASB Statement #61 requires the following condensed financial information for each of these entities as of March 31, 2014:

Condensed statement of net position (in millions) As of March 31, 2014

	RGRTA	RTS	Lift Line
Assets:			
Current	\$ 35.1	\$ 7.1	\$ 0.2
Capital	-	146.4	3.7
Other	<u>62.5</u>	<u>0.1</u>	<u>-</u>
Total assets	<u><u>97.6</u></u>	<u><u>153.6</u></u>	<u><u>3.9</u></u>
Liabilities:			
Current	3.7	9.8	1.4
Long-term	<u>0.5</u>	<u>34.8</u>	<u>-</u>
Total Liabilities	<u><u>4.2</u></u>	<u><u>44.6</u></u>	<u><u>1.4</u></u>
Net Position:			
Invested in capital assets	-	146.3	3.7
Unrestricted	<u>93.4</u>	<u>(37.3)</u>	<u>(1.2)</u>
Total net position	<u><u>\$ 93.4</u></u>	<u><u>\$ 109.0</u></u>	<u><u>\$ 2.5</u></u>

15. **CONDENSED FINANCIAL INFORMATION (Continued)**
Condensed statement of net position (in millions)
As of March 31, 2014

	BBS	LATS	OTS
Assets:			
Current	\$ 0.1	\$ 0.2	\$ 0.1
Capital	0.4	3.0	0.1
Other	-	-	-
Total assets	<u>0.5</u>	<u>3.2</u>	<u>0.2</u>
Liabilities:			
Current	0.3	0.2	0.1
Long-term	-	-	-
Total Liabilities	<u>0.3</u>	<u>0.2</u>	<u>0.1</u>
Net Position:			
Invested in capital assets	0.4	3.0	0.1
Unrestricted	(0.2)	-	-
Total net position	<u>\$ 0.2</u>	<u>\$ 3.0</u>	<u>\$ 0.1</u>

	STS	WATS	WYTS
Assets:			
Current	\$ 0.1	\$ 0.3	\$ 0.1
Capital	0.2	1.9	0.8
Other	-	-	-
Total assets	<u>0.3</u>	<u>2.2</u>	<u>0.9</u>
Liabilities:			
Current	0.1	0.3	0.2
Long-term	-	-	-
Total Liabilities	<u>0.1</u>	<u>0.3</u>	<u>0.2</u>
Net Position:			
Invested in capital assets	0.2	1.9	0.8
Unrestricted	-	-	(0.1)
Total net position	<u>\$ 0.2</u>	<u>\$ 1.9</u>	<u>\$ 0.7</u>

	GTCS
Assets:	
Current	\$ 0.6
Capital	-
Other	-
Total assets	<u>0.6</u>
Liabilities:	
Current	0.5
Long-term	-
Total Liabilities	<u>0.5</u>
Net Position:	
Invested in capital assets	-
Unrestricted	0.1
Total net position	<u>\$ 0.1</u>

15. CONDENSED FINANCIAL INFORMATION (Continued)

Condensed statement of revenues, expenses and changes in net position (in millions)
For the year ended March 31, 2014

	RGRTA	RTS	Lift Line
Operating revenues	\$ 0.9	\$ 28.5	\$ 0.4
Operating expenses	2.9	69.9	7.3
Depreciation	<u>-</u>	<u>11.8</u>	<u>0.9</u>
Operating income (loss)	<u>(2.0)</u>	<u>(53.2)</u>	<u>(7.8)</u>
Nonoperating revenues (expenses)	1.6	(3.6)	4.8
Capital contributions	-	53.3	2.0
Operating assistance	<u>0.1</u>	<u>41.0</u>	<u>2.0</u>
Change in net position	(0.3)	37.5	1.0
Beginning net position	<u>93.7</u>	<u>71.5</u>	<u>1.5</u>
Ending net position	<u>\$ 93.4</u>	<u>\$ 109.0</u>	<u>\$ 2.5</u>
	BBS	LATS	OTS
Operating revenues	\$ 0.2	\$ 0.8	\$ 0.1
Operating expenses	1.0	1.9	0.7
Depreciation	<u>0.1</u>	<u>0.4</u>	<u>0.1</u>
Operating income (loss)	<u>(0.9)</u>	<u>(1.5)</u>	<u>(0.7)</u>
Nonoperating revenues (expenses)	0.6	1.0	0.5
Capital contributions	0.3	0.8	0.1
Operating assistance	<u>0.2</u>	<u>0.2</u>	<u>0.1</u>
Change in net position	0.2	0.5	-
Beginning net position	<u>-</u>	<u>2.4</u>	<u>0.1</u>
Ending net position	<u>\$ 0.2</u>	<u>\$ 2.9</u>	<u>\$ 0.1</u>

15. CONDENSED FINANCIAL INFORMATION (Continued)

Condensed statement of revenues, expenses and changes in net position (in millions)
For the year ended March 31, 2014

	STS	WATS	WYTS
Operating revenues	\$ 0.3	\$ 1.5	\$ 0.3
Operating expenses	0.9	2.0	1.3
Depreciation	<u>0.1</u>	<u>0.4</u>	<u>0.2</u>
Operating income (loss)	<u>(0.7)</u>	<u>(0.9)</u>	<u>(1.2)</u>
Nonoperating revenues (expenses)	0.5	0.4	0.9
Capital contributions	-	1.4	0.6
Operating assistance	<u>0.1</u>	<u>0.2</u>	<u>0.1</u>
Change in net position	(0.1)	1.1	0.4
Beginning net position	<u>0.3</u>	<u>0.8</u>	<u>0.3</u>
Ending net position	<u>\$ 0.2</u>	<u>\$ 1.9</u>	<u>\$ 0.7</u>

	GTCS
Operating revenues	\$ 0.6
Operating expenses	1.6
Depreciation	<u>-</u>
Operating income (loss)	<u>(1.0)</u>
Nonoperating revenues (expenses)	-
Capital contributions	-
Operating assistance	<u>2.5</u>
Change in net position	1.5
Beginning net position	<u>(1.4)</u>
Ending net position	<u>\$ 0.1</u>

15. CONDENSED FINANCIAL INFORMATION (Continued)

Condensed statement of cash flows (in millions)
For the year ended March 31, 2014

	RGRTA	RTS	Lift Line
Cash provided by (used for):			
Operating activities	\$ (1.6)	\$ (34.8)	\$ (6.8)
Noncapital financing activities	(3.9)	40.8	7.0
Capital and related financing activities	(1.2)	(5.3)	(0.2)
Investing activities	<u>2.9</u>	<u>0.1</u>	<u>-</u>
Net change	(3.8)	0.8	-
Beginning cash and equivalents	<u>18.4</u>	<u>0.3</u>	<u>-</u>
Ending cash and equivalents	<u>\$ 14.6</u>	<u>\$ 1.1</u>	<u>\$ -</u>
	BBS	LATS	OTS
Cash provided by (used for):			
Operating activities	\$ (0.7)	\$ (1.1)	\$ (0.6)
Noncapital financing activities	0.7	1.2	0.6
Capital and related financing activities	-	(0.1)	-
Investing activities	<u>-</u>	<u>-</u>	<u>-</u>
Net change	-	-	-
Beginning cash and equivalents	<u>-</u>	<u>-</u>	<u>-</u>
Ending cash and equivalents	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
	STS	WATS	WYTS
Cash provided by (used for):			
Operating activities	\$ (0.6)	\$ (0.5)	\$ (0.9)
Noncapital financing activities	0.6	0.6	1.0
Capital and related financing activities	-	(0.1)	(0.1)
Investing activities	<u>-</u>	<u>-</u>	<u>-</u>
Net change	-	-	-
Beginning cash and equivalents	<u>-</u>	<u>-</u>	<u>-</u>
Ending cash and equivalents	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

15. **CONDENSED FINANCIAL INFORMATION (Continued)**

**Condensed statement of cash flows (in millions)
For the year ended March 31, 2014**

	GTCS
Cash provided by (used for):	
Operating activities	\$ (2.4)
Noncapital financing activities	2.4
Capital and related financing activities	-
Investing activities	-
Net change	<u>-</u>
Beginning cash and equivalents	-
Ending cash and equivalents	<u><u>\$ -</u></u>

The condensed financial information for each of the component units is not provided for the year ended March 31, 2013 as this information was not required until GASB Statement No. 61 was adopted in this year's financial statements.

16. **SUBSEQUENT EVENT**

In May 2014, the Ontario County Board of Supervisors approved the required resolutions to join the Authority. Effective August 1, 2014 a new, yet to be named organization, will join the Authority's other legally separate organizations and provide public transportation to the residents of Ontario County. The new entity will be provided financial support in the same manner and fashion as all the other regional organizations of the Authority. The Authority and Ontario County are currently preparing for the transfer of assets and the necessary operating agreements for execution to meet the start of operations date of August 1, 2014.

**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

June 24, 2014

To the Commissioners of the
Rochester-Genesee Regional Transportation Authority:

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of Rochester-Genesee Regional Transportation Authority (the Authority), as of March 31, 2014 and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated June 24, 2014.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. *A material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. *A significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

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(Continued)

**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

(Continued)

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Bonadio & Co., LLP

Combining Financial Information

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ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)
COMBINING STATEMENT OF NET POSITION
MARCH 31, 2014

	RGRTA	RTS	Lift Line	BBS	LATS	OTS	STS	WATS	WYTS	GTCS	Eliminations	Total
ASSETS												
CURRENT ASSETS:												
Cash and equivalents	\$ 14,571,737	\$ 1,064,717	\$ 6,680	\$ 697	\$ 1,902	\$ 775	\$ 737	\$ 5,573	\$ 3,396	\$ 34,901	\$ -	\$ 15,691,115
Current portion of investments	14,585,656	-	-	-	-	-	-	-	-	-	-	14,585,656
Receivables:												
Trade, net	-	2,775,913	17,871	24,279	54,648	4,088	26,471	181,518	20,538	545,022	-	3,650,348
Mortgage tax	399,655	-	-	-	-	-	-	-	-	-	-	399,655
Capital grants	5,438,935	-	-	-	-	-	-	-	-	-	-	5,438,935
Operating assistance	-	2,403,652	112,500	82,500	93,800	53,000	51,841	121,100	84,200	-	-	3,002,593
Interest	122,911	-	-	-	-	-	-	-	-	-	-	122,911
Materials and supplies inventory, net	-	319,738	110,279	-	-	-	-	-	-	-	-	430,017
Prepaid expenses and other current assets	28,007	129,717	6,989	631	3,344	1,122	1,171	3,623	2,129	1,583	-	178,316
Inter-entity receivable	-	441,695	2	-	1	-	-	-	-	-	(441,698)	-
Total current assets	<u>35,146,901</u>	<u>7,135,432</u>	<u>254,321</u>	<u>108,107</u>	<u>153,695</u>	<u>58,985</u>	<u>80,220</u>	<u>311,814</u>	<u>110,263</u>	<u>581,506</u>	<u>(441,698)</u>	<u>43,499,546</u>
NONCURRENT ASSETS:												
Capital assets, net	-	146,427,737	3,707,858	346,930	2,955,266	126,552	163,369	1,923,539	751,524	2,303	-	156,405,078
Fixed price fuel swap asset	-	90,713	-	-	-	-	-	-	-	-	-	90,713
Investments, net of current portion	16,796,764	-	-	-	-	-	-	-	-	-	-	16,796,764
Investments in consolidated component unit entities	45,678,736	-	-	-	-	-	-	-	-	-	(45,678,736)	-
Total noncurrent assets	<u>62,475,500</u>	<u>146,518,450</u>	<u>3,707,858</u>	<u>346,930</u>	<u>2,955,266</u>	<u>126,552</u>	<u>163,369</u>	<u>1,923,539</u>	<u>751,524</u>	<u>2,303</u>	<u>(45,678,736)</u>	<u>173,292,555</u>
TOTAL ASSETS	\$ 97,622,401	\$ 153,653,882	\$ 3,962,179	\$ 455,037	\$ 3,108,961	\$ 185,537	\$ 243,589	\$ 2,235,353	\$ 861,787	\$ 583,809	\$ (46,120,434)	\$ 216,792,101
LIABILITIES, DEFERRED INFLOWS AND NET POSITION												
CURRENT LIABILITIES:												
Accounts payable	3,110,017	2,697,119	182,004	82,792	63,344	46,117	19,863	108,873	57,290	244,432	-	6,611,851
Accrued wages, vacation, pension and payroll taxes	276,164	3,350,788	306,974	27,515	97,440	26,201	45,525	115,035	62,577	95,939	-	4,404,158
Current portion of soil remediation liability	-	109,450	-	-	-	-	-	-	-	-	-	109,450
Current portion of capital lease obligation	-	44,315	-	-	-	-	-	-	-	-	-	44,315
Reserve for litigated and unlitigated claims	-	709,331	715,149	-	5,930	-	4,200	46,222	-	5,000	-	1,485,832
Workers' compensation reserve	-	2,537,128	210,530	197,677	15,687	3,137	-	7,870	47,523	448	-	3,020,000
Deferred revenue	-	341,769	1,542	-	-	-	-	-	-	-	-	343,311
Inter-entity payable	284,190	-	-	-	-	-	-	-	-	157,508	(441,698)	-
Total current liabilities	<u>3,670,371</u>	<u>9,789,900</u>	<u>1,416,199</u>	<u>307,984</u>	<u>182,401</u>	<u>75,455</u>	<u>69,588</u>	<u>278,000</u>	<u>167,390</u>	<u>503,327</u>	<u>(441,698)</u>	<u>16,018,917</u>
LONG-TERM LIABILITIES:												
Other postemployment benefits	522,779	33,352,109	-	-	-	-	-	-	-	-	-	33,874,888
Capital lease obligation, net of current portion	-	44,315	-	-	-	-	-	-	-	-	-	44,315
Soil remediation liability, net of current portion	-	1,338,611	20,000	-	-	-	-	-	-	-	-	1,358,611
Total long-term liabilities	<u>522,779</u>	<u>34,735,035</u>	<u>20,000</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>35,277,814</u>
TOTAL LIABILITIES	4,193,150	44,524,935	1,436,199	307,984	182,401	75,455	69,588	278,000	167,390	503,327	(441,698)	51,296,731
DEFERRED INFLOWS -												
Accumulated increase in fair value of fixed price fuel swap	-	90,713	-	-	-	-	-	-	-	-	-	90,713
NET POSITION:												
Net investment in capital assets	-	146,339,108	3,707,858	346,929	2,955,265	126,552	163,369	1,923,540	751,524	2,303	-	156,316,448
Unrestricted	93,429,251	(37,300,874)	(1,181,878)	(199,876)	(28,705)	(16,470)	10,632	33,813	(57,127)	78,179	(45,678,736)	9,088,209
Total net position	<u>93,429,251</u>	<u>109,038,234</u>	<u>2,525,980</u>	<u>147,053</u>	<u>2,926,560</u>	<u>110,082</u>	<u>174,001</u>	<u>1,957,353</u>	<u>694,397</u>	<u>80,482</u>	<u>(45,678,736)</u>	<u>165,404,657</u>
TOTAL LIABILITIES, DEFERRED INFLOWS AND NET POSITION	\$ 97,622,401	\$ 153,653,882	\$ 3,962,179	\$ 455,037	\$ 3,108,961	\$ 185,537	\$ 243,589	\$ 2,235,353	\$ 861,787	\$ 583,809	\$ (46,120,434)	\$ 216,792,101

The accompanying notes are an integral part of these statements.

ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

COMBINING STATEMENT OF REVENUE, EXPENSES AND CHANGES IN NET POSITION
FOR THE YEAR ENDED MARCH 31, 2014

	RGRTA	RTS	Lift Line	BBS	LATS	OTS	STS	WATS	WYTS	GTCS	Eliminations	Total
OPERATING REVENUE:												
Customer fares	\$ -	\$ 10,984,529	\$ 343,571	\$ 42,815	\$ 27,051	\$ 48,175	\$ 51,928	\$ 81,250	\$ 50,810	\$ -	\$ -	\$ 11,630,129
Special transit fares	-	13,240,031	-	142,076	755,532	1,215	216,078	1,447,628	225,214	-	-	16,027,774
Reimbursement and recovery	-	1,380,916	26,457	-	-	-	-	1,437	-	-	-	1,408,810
Other	910,310	2,846,986	38,396	42	237	33	88	470	224	597,226	(3,025,673)	1,368,339
Total operating revenue	910,310	28,452,462	408,424	184,933	782,820	49,423	268,094	1,530,785	276,248	597,226	(3,025,673)	30,435,052
OPERATING EXPENSES AND DEPRECIATION:												
Operating expenses -												
Salaries and wages	1,365,530	35,186,617	3,790,169	408,445	705,281	268,831	355,275	1,034,629	531,562	488,479	-	44,134,818
Employee benefits	478,991	17,734,167	1,301,393	248,762	231,955	59,141	99,239	232,608	171,900	243,681	-	20,801,837
Inter-entirety cost allocations	634,301	673,941	518,900	182,541	217,696	175,177	211,596	174,210	214,170	23,141	(3,025,673)	-
Materials and supplies	-	9,799,410	969,509	70,483	256,463	71,027	93,971	409,949	188,727	5,289	-	11,864,828
Services	118,831	3,370,186	270,119	31,518	197,433	42,348	46,629	160,314	98,527	829,041	-	5,164,946
Utilities	-	797,915	53,499	3,030	25,316	3,298	8,248	3,604	4,427	3,480	-	902,817
Casualty and liability insurance claims	1,222	1,028,899	329,502	8,689	210,194	11,392	15,499	31,472	28,316	6,084	-	1,671,269
Other	282,522	1,274,448	57,220	23,627	28,634	43,987	36,493	23,817	76,864	21,218	-	1,868,830
Total operating expenses	2,881,397	69,865,583	7,290,311	977,095	1,872,972	675,201	866,950	2,070,603	1,314,493	1,620,413	(3,025,673)	86,409,345
Depreciation -												
Locally funded	-	1,208,097	88,796	11,881	23,411	800	7,576	19,209	11,753	-	-	1,371,523
Grant funded	-	10,580,143	819,710	119,039	361,740	81,282	122,943	370,832	223,933	1,859	-	12,681,481
Total depreciation	-	11,788,240	908,506	130,920	385,151	82,082	130,519	390,041	235,686	1,859	-	14,053,004
Total operating expenses and depreciation	2,881,397	81,653,823	8,198,817	1,108,015	2,258,123	757,283	997,469	2,460,644	1,550,179	1,622,272	(3,025,673)	100,462,349
LOSS FROM OPERATIONS	(1,971,087)	(53,201,361)	(7,790,393)	(923,082)	(1,475,303)	(707,860)	(729,375)	(929,859)	(1,273,931)	(1,025,046)	-	(70,027,297)
NONOPERATING INCOME (EXPENSE):												
Investment income, net	175,394	-	-	-	-	-	-	-	-	-	-	175,394
Mortgage recording tax	7,193,267	-	-	-	-	-	-	-	-	-	-	7,193,267
Subrecipient grant revenue	-	-	-	-	-	-	-	-	-	-	-	-
Subrecipient grant expense	-	-	-	-	-	-	-	-	-	-	-	-
Loss on impairment of capital assets	-	-	-	-	-	-	-	-	-	-	-	-
Change in soil remediation liability	-	(795,317)	(20,000)	-	-	-	-	-	-	-	-	(815,317)
Realized gain on fuel swap, net	-	45,959	-	-	-	-	-	-	-	-	-	45,959
Gain (loss) on disposal of capital assets, net	-	90,778	2,722	-	-	1,622	-	811	1,011	-	-	96,944
Authority subsidies	(11,062,201)	2,249,635	4,963,534	614,981	949,715	511,592	510,902	337,294	924,548	-	-	-
Write-off of inter-entirety accounts	5,279,345	(5,231,483)	(185,350)	33,621	41,047	1,132	20,716	99,527	(59,410)	855	-	-
Total nonoperating income (expense)	1,585,805	(3,640,428)	4,760,906	648,602	990,762	514,346	531,618	437,632	866,149	855	-	6,696,247
EXTERNAL OPERATING ASSISTANCE SUBSIDIES:												
Federal	57,561	6,206,002	121,255	82,500	93,800	53,000	45,600	144,166	84,200	2,482,267	-	9,370,351
State	-	31,300,145	1,903,169	53,282	35,024	30,181	24,964	38,378	20,120	-	-	33,405,263
Local governments	-	3,524,051	-	53,282	35,024	30,181	24,964	38,378	20,120	-	-	3,726,000
Total external operating assistance subsidies	57,561	41,030,198	2,024,424	189,064	163,848	113,362	95,528	220,922	124,440	2,482,267	-	46,501,614
CHANGE IN NET POSITION BEFORE CAPITAL CONTRIBUTIONS	(327,721)	(15,811,591)	(1,005,063)	(85,416)	(320,693)	(80,152)	(102,229)	(271,305)	(283,342)	1,458,076	-	(16,829,436)
CAPITAL CONTRIBUTIONS:												
Federal	-	40,960,840	1,554,385	209,612	636,522	41,381	20,430	1,135,474	502,302	-	-	45,060,946
State	-	6,925,820	233,657	24,800	75,585	1,495	-	141,857	62,000	-	-	7,465,214
Authority	-	5,367,021	196,040	26,542	77,326	12,559	1,742	143,599	63,742	-	(5,888,571)	-
Total capital contributions	-	53,253,681	1,984,082	260,954	789,433	55,435	22,172	1,420,930	628,044	-	-	52,526,160
CHANGE IN NET POSITION	(327,721)	37,442,090	979,019	175,538	468,740	(24,717)	(80,057)	1,149,625	344,702	1,458,076	(5,888,571)	35,696,724
NET POSITION - beginning of year	93,756,972	71,596,144	1,546,961	(28,485)	2,457,820	134,799	254,058	807,728	349,695	(1,377,594)	(39,790,165)	129,707,933
NET POSITION - end of year	\$ 93,429,251	\$ 109,038,234	\$ 2,525,980	\$ 147,053	\$ 2,926,560	\$ 110,082	\$ 174,001	\$ 1,957,353	\$ 694,397	\$ 80,482	\$ (45,678,736)	\$ 165,404,657

The accompanying notes are an integral part of these statements.



Rochester Genesee Regional Transportation Authority

A Component Unit of the State of New York

1372 East Main Street
Rochester, NY 14609
(585) 654-0200
www.rgrta.com



ROCHESTER GENESEE REGIONAL TRANSPORTATION AUTHORITY
BOARD OF COMMISSIONERS
AGENDA ITEM COVER SHEET

Board Meeting Date:	July 10, 2014
Presenter:	Daniele Coll-Gonzalez
Subject:	Resolution authorizing RGRTA to enter into a joint services agreement with Seneca County for the provision of facilities for its subsidiary Seneca Transit Service ("STS").
Background:	<p>The Authority desires to renew a joint services agreement with Seneca County whereby the County will continue to provide facilities to STS in the leased premises at the Seneca County Office Building at 1 DiPronio Drive, Waterloo, NY.</p> <p>The Term of the agreement June 1, 2014- December 31, 2014.</p>
Financial Impact:	The total cost of this agreement is \$3,241.91 and is included in the current year's operating budget.
Recommendation:	The CEO is granted authority to enter into this agreement with Seneca County.



RESOLUTION: RGRTA 48-2014

RESOLUTION AUTHORIZING RGRTA TO ENTER INTO A JOINT SERVICES AGREEMENT WITH SENECA COUNTY FOR PROVISION OF FACILITIES FOR ITS SUBSIDIARY SENECA TRANSIT SERVICE, INC. "STS".

WHEREAS, the Authority is authorized by Section 1298-hb of the New York Public Authorities Law (the "Public Authorities Law") to enter into joint service agreements as defined in Section 1299-bb of the Public Authorities Law; and

WHEREAS, the Authority (the "Authority") seeks to enter into a joint services agreement with Seneca County, for the provision of facilities for its subsidiary Seneca Transit Service, Inc.; and

WHEREAS, the Authority and Seneca County share the mutual goal of providing Seneca County residents with dependable and efficient public transportation; and

WHEREAS, the Authority will lease space in the premises of the Seneca County Office Building at 1 DiPronio Drive Waterloo, NY as shown in Exhibit A and Exhibit B of the agreement; and

WHEREAS, the total cost of this agreement is \$3,241.91 and is included in this year's operating budget; and

WHEREAS, the Authority has fully evaluated the proposed joint services agreement with Seneca County and has concluded that it is in the best interest of the Authority to enter into this Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the Chief Executive Officer and his designee are hereby authorized, empowered and directed, for and on behalf of the Authority, to execute the joint services agreement and 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 this project.

CERTIFICATION

The undersigned hereby certifies that the above is an excerpt from the Minutes of a Regular Meeting of Rochester Genesee Regional Transportation Authority, which was held on July 10, 2014, and that the Resolution is still in full force and effect.

James Redmond, Chairman

Date: July 10, 2014
Rochester, New York

JOINT SERVICE AGREEMENT

This AGREEMENT is made as of the ____ day of May, 2014, by and between the ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY, a public benefit corporation with offices at 1372 East Main Street, Rochester, New York 14609 on behalf of its Seneca Transit Service Inc., operating subsidiary (collectively the "Authority"), and the COUNTY OF SENECA, a municipal corporation with office in the Seneca County Office Building, 1 DiPronio Drive, Waterloo, New York 13165 (the "County").

WITNESSETH

WHEREAS, the Authority and the County share the mutual goal of providing Seneca County residents with dependable and efficient public transportation, and

WHEREAS, the Authority, through its operating subsidiary Seneca Transit Service Inc., ("STS") provides public transportation service within Seneca County, and

WHEREAS, the achievement of the above-referenced mutual goal would be furthered by the cooperation of the Authority and the County in the joint provision of facilities for STS operations, and

WHEREAS, the Authority is authorized by Section 1298-hb of the New York Public Authorities Law (the "Public Authorities Law") to enter into joint service agreements as defined in Section 1299-bb of the Public Authorities Law.

NOW, THEREFORE, in consideration of the foregoing, which shall be deemed part of this agreement, and the mutual covenants and promises contained herein, the parties hereto agree as follows:

- I. Definitions. As used herein, the following terms have the following meanings:
- a. "Premises" means the portion of the Seneca County Office Building (the "County Office Building") building located at 1 DiPronio Drive, Waterloo, N.Y. 13165 consisting of approximately 585 ft. and shown as space 2-42B in Exhibit "A" attached hereto and a portion of the south parking lot located at the said Office Building as designated on Exhibit "B" attached hereto and all licenses, privileges, rights and appurtenances related thereto.
 - b. "Improvements" means all improvements now or hereafter made to the Premises by the Authority including, without limitation, other property of every kind or nature situated thereon or pertaining to the Premises or any part thereof and all walkways used in connection therewith, excluding only the "Personal Property" (as hereinafter defined) on the Premises. All Improvements must be approved by the County in accordance with the terms hereof prior to the commencement of construction of the Improvements.
 - c. "Personal Property" means the fixtures, machinery, equipment, furniture, furnishings and all other items of personal property now or hereafter owned or leased by the Authority and located on or used in connection

with the Premises and/or the Storage Space.

- d. "Property" means the Premises, the Improvements and the Personal Property.
2. Lease of the Premises. County hereby demises and leases unto Authority, and Authority hereby takes and hires from County, the Premises for and in consideration of the rents, covenants and agreements, and upon the terms and conditions, set forth herein. County agrees to improve the Premises as described in Exhibit C attached hereto at the County's sole expense.
 3. Access. In addition to the foregoing, the County shall grant the Authority and its contractors, employees and agents full, unfettered access to the Premises on and after the Effective Date for the purpose of constructing the Improvements and occupying the Property.
 4. Easements, Rights of Ingress and Egress.
 - a. Authority and its contractors, employees, invitees, successors and assigns with respect to the Premises will be afforded the easements, rights, privileges and burdens in and to certain of the easements hereinafter set forth as they may exist from time to time.
 - b. The County hereby gives, grants and conveys to Authority and its contractors, agents and their respective employees and invitees (collectively "Permittees") a non-exclusive, limited easement of ingress and egress over all common roadways and parking areas now or hereafter located on or adjacent to the Premises. The Authority and all Permittees shall have the non-exclusive right to utilize all or any portion of the parking areas adjacent to the Premises for no additional consideration.
 - c. Unless otherwise canceled or terminated, all the easements, covenants, rights, benefits, obligations and liabilities created under this Section shall continue in full force and effect until this Agreement is terminated. Until such termination all such easements covenants, restrictions, rights, benefits, obligations and liabilities created in this Section shall be perpetual easements and shall be deemed covenants and easements running with and binding upon the Leasehold estate of the Authority as appurtenances to the dominant estates.
 5. Use of the Premises.
 - a. Authority may use the Property and that portion of the adjacent parking area as described on Exhibit B attached hereto, for any lawful, transportation-related purpose.
 - b. Authority has no obligation to operate the Premises or conduct business of any nature thereon, or to use or operate the Property in any particular manner. Authority may discontinue operation of the Property at any time or from time to time. Authority may vacate the Property.
 - c. Authority shall have exclusive control, possession, occupancy, use, and

management of the Premises. Authority shall have the exclusive right to install signage on or at the Premises, or to transfer the right to install such signage during the Term to a third party, in compliance with law. Authority may enter into, terminate, modify, amend, or waive any existing or future contracts relating to management or operation of the Premises and provision of services to the Premises. Any such contracts shall automatically expire on the Expiration Date.

- d. Authority shall comply with all federal, state, county and municipal laws, regulations and ordinances affecting the Property or any portion thereof and shall procure and maintain in force during the Term all permits, authorizations and licenses necessary for Authority's use or operation of in the Property or any portion thereof (including, without limitation, the making, placing, maintaining or altering of the Improvements or any portion thereof). Authority shall not use the Property or any portion thereof for any purpose or use which is in violation of any applicable certificate of occupancy or building permit.
6. Utilities. The County shall pay or cause to be paid before delinquency all charges, claims, or liens of water, gas, electricity, sewer, heating and air conditioning, refuse removal, telephone access, internet access and any other commodities or services furnished to or for the Premises, or any part thereof. during the term of this Agreement; provided, however, that the Authority shall be responsible for installing engine block heaters along the edge of the south parking lot of the County Office Building as shown in Exhibit B, connecting an electric line to the engine block heaters, arranging for that electric line to be separately metered, and paying for all electricity used on that electric line; provided, however, that the County shall at its sole expense dig any and all trenches needed to lay wiring to such engine block heaters underground.
 7. Storage Space. The Authority may install a storage shed near the edge of the South parking lot of the County Office Building as shown on Exhibit B (referred to as the "Storage Space"). No additional rent shall be charged for the Storage Shed.
 8. Rent - In consideration of the lease of the Premises, the Storage Space, and space on and along the edge of the south parking lot for parking Authority Vehicles and installing engine block heaters, the Authority shall pay to the County Four Hundred Sixty-Three Dollars and Thirteen Cents (\$463.13) per month commencing on June 1, 2014, and on the first day of each calendar month thereafter.
 9. Maintenance and Repair. The County shall provide services and facilities:
 - a. To maintain the sidewalks, parking areas and other County-owned property adjacent to the Premises reasonably free of snow and ice and appropriately landscaped and shall maintain the lawn on County-owned property; all for no additional consideration from the Authority.
 - b. To re-line the south parking lot as necessary.
 10. Term of This Agreement. The term of this Agreement shall commence June

1, 2014 shall continue through and including December 31, 2014.

11. Maintenance of Premises. The County, at its own cost and expense, shall keep and maintain the Premises in good repair and condition subject to the following.
 - a. If the Property, or any part thereof, is damaged or suffers loss (other than ordinary wear and tear) at any time by reason of any matter or thing whatsoever, foreseen or unforeseen, insured or uninsured, including, but without limitation on the generality of the foregoing, any fire, earthquake or other calamity, the Authority may elect to terminate this Agreement within sixty (60) days of the loss, in which case Authority shall be entitled to one hundred percent (100%) of the insurance proceeds for the Personal Property but County shall be entitled to one hundred percent (100%) of the insurance proceeds for the Premises and Improvements. However, if the Authority does not so elect to terminate this Agreement, then Authority may thereafter, at its own cost and expense, proceed with all reasonable diligence and speed (considering the availability of labor and materials) to obtain all necessary governmental permits for such repair or restoration and thereafter to repair, replace and restore the Improvements and Personal Property. All insurance proceeds shall belong to Authority.
 - b. During the Term, the Improvements constructed on the Premises by Authority shall be, as between County and Authority, the property of Authority. Authority agrees that on the Expiration Date, the Premises and the Improvements shall revert to the County AS IS, WHERE IS, without the necessity for any further action on the part of either County or Authority.
 - c. The Personal Property owned by Authority may be removed by Authority at any time prior to termination of this Agreement, and shall be removed by Authority from the Premises, and Storage Space upon such termination. If, upon the expiration of the Term or earlier termination of this Agreement, Authority shall not have removed such Personal Property from the Premises, then County's sole right shall be to deem such Personal Property abandoned and retain the same as its property, or dispose of the same without accountability in such manner as County may see fit.
12. Insurance Authority shall maintain insurance on the Premises consistent with the insurance it maintains on other properties it owns or leases on behalf of its subsidiary corporations.
13. Default
 - a. Events of Default. The occurrence of anyone of the following events shall constitute an event of default by Authority under this Agreement:
 - (i) Authority shall fail to pay any installment of Rent when due and such failure shall continue for a period of forty-five (45) days after written notice thereof from County. Written notice shall be given no earlier than fifteen (15) days after the rent is due. Authority shall have the right to cure a rental default within forty-five (45) days after receiving said written notice.

- (ii) Authority abandons the Premises.
 - (iii) Authority fails to comply with any term, provision or covenant of this Agreement not involving the payment of money, and does not cure such failure within forty-five (45) days after written notice thereof by County to Authority or, if such failure is not reasonably susceptible of cure within such forty-five (45) day period, Authority shall not commence to cure such failure within such forty-five (45) day period or thereafter shall not diligently prosecute such cure to completion within a reasonable period of time.
- b. Remedies for Default. In the event of any default by Authority under this Agreement, then County's sole remedy shall be to seek to collect from Authority any and all direct damages suffered by County as a result of such default or to seek specific performance of Authority's obligations under this Agreement. In no event shall any such default give County the right to terminate this Agreement.
- c. Limitation of Liability. County and Authority each hereby agrees that, whenever either party to this Agreement shall be entitled to seek or claim damages against the other party, neither County nor Authority shall seek, nor shall there be awarded or granted by any court, arbitrator, or other adjudicator, any incidental, speculative, consequential, collateral, special, punitive, or indirect damages, whether such breach shall be willful, knowing, intentional, deliberate, or otherwise and even if the complaining party had been advised of such damages. The parties intend that any damages awarded to either party shall be limited to the actual, direct damages sustained by the aggrieved party in question. Neither party shall be liable for any loss of profits suffered or claimed to have been suffered by the other.
- 14. Quiet Enjoyment. County covenants that, so long as this Agreement is in full force and effect and has not been terminated, Authority shall and may peaceably and quietly have, hold and enjoy the Premises for the Term, subject to the terms of this Agreement, without molestation or disturbance by or from County or anyone claiming by or through County or having title to the Premises paramount to County, and free of any encumbrance created or suffered by County.
- 15. Miscellaneous. All notices relating hereto shall be mailed to the County or the Authority at its respective address set forth above. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors and assigns. This Agreement constitutes the entire understanding between the Authority and the County with respect to the subject matter thereof. This Agreement shall be governed by and construed and enforced under the laws of the State of New York.

IN WITNESS WHEREOF, the parties hereto have caused the execution of this Agreement on the day and year first above written.

ROCHESTER-GENESEE REGIONAL

SENECA COUNTY

By: _____

By: _____

William C. Carpenter
Chief Executive Officer

Robert W. Hayssen, Chairman
Board of Supervisors



ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
 BOARD OF COMMISSIONERS
 AGENDA ITEM COVER SHEET

Board Meeting Date:	July 10, 2014
Presenter:	Richard Perrin
Subject:	Resolution Authorizing GTCS, Inc. to Enter into a Contract for Professional Services to be rendered to the Genesee Transportation Council for the Genesee-Finger Lakes Regional Bridge Network Needs Assessment and Investment Strategy
Background:	<p>The Genesee Transportation Council (GTC) Unified Planning Work Program (UPWP) for the fiscal year 2014-2015 provides funding for needed transportation planning activities. The purpose of the Genesee-Finger Lakes Regional Bridge Network Needs Assessment and Investment Strategy (the “Project”) is to develop a regional strategy and associated guidance for transportation agencies in the nine-county Genesee-Finger Lakes Region to consider when identifying requisite funding for bridge preservation and maintenance as part of their capital improvement program development activities.</p> <p>GTC needs to acquire professional services in order to carry out the Project. A competitive solicitation to provide these services was conducted between May 23, 2014 and June 16, 2014. Three responsive proposals were received. Following its review of the three proposals, the Consultant Selection Committee comprised of representatives from Monroe and Wyoming counties, the New York State Department of Transportation, and GTC recommends that Cambridge Systematics be retained to conduct the Project. The distinguishing factor in the selection of Cambridge Systematics is their nationally-recognized expertise in the development of models and associated analysis of infrastructure needs at the regional, state, and national levels. Cambridge Systematics developed the bridge needs assessment model utilized by the United States Department of Transportation and has significant familiarity with the analytic tools employed by the New York State Department of Transportation to analyze its bridge requirements.</p> <p>GTCS, Inc. serves as the Host Agency for GTC, assuming contractual and financial obligations pursuant to GTCS, Inc. Resolution 5-11 and the associated Federal-Aid Project Agreement between GTCS, Inc. and NYSDOT dated April 1, 2012 (NYS Comptroller’s Contract No. C033463).</p>

Financial Impact:	Expenditures related to the Project shall not exceed \$94,513.
Recommendation:	That the CEO, on behalf of GTCS, Inc., be granted authority to enter into an agreement with Cambridge Systematics to conduct the Genesee-Finger Lakes Regional Bridge Network Needs Assessment and Investment Strategy, which will be developed by GTC. The agreement will terminate no later than one year from commencement.



RESOLUTION: GTCS 4-2014

RESOLUTION AUTHORIZING GTCS, INC. TO ENTER INTO A CONTRACT FOR PROFESSIONAL SERVICES TO BE RENDERED TO THE GENESEE TRANSPORTATION COUNCIL FOR THE GENESEE-FINGER LAKES REGIONAL BRIDGE NETWORK NEEDS ASSESSMENT AND INVESTMENT STRATEGY

WHEREAS, continuing contracts are in place between GTCS, Inc. and the State of New York enabling the Genesee Transportation Council (GTC) to carry out planning tasks assigned to it under an annually developed Unified Planning Work Program (UPWP); and

WHEREAS, said UPWP for the fiscal year 2014-2015 includes funding for the Genesee-Finger Lakes Regional Bridge Network Needs Assessment and Investment Strategy (the "Project") for the purpose of developing a regional strategy and associated guidance for transportation agencies in the nine-county Genesee-Finger Lakes Region to consider when identifying requisite funding for bridge preservation and maintenance as part of their capital improvement program development activities; and

WHEREAS, GTC needs to acquire professional services in order to carry out the Project; and

WHEREAS, GTC publicly advertised for proposals for professional services in the New York State Contract Reporter and the Rochester Business Journal on May 23, 2014; and

WHEREAS, GTC received three (3) proposals complying with the requirements of the Request for Proposals; and

WHEREAS, based on its evaluations of the proposals, the consultant selection committee concluded that the Cambridge Systematics was best qualified to provide the needed services; and

WHEREAS, GTCS, Inc. is a subsidiary of RGRTA, and serves as the fiscal agent for GTC; and

WHEREAS, pursuant to the Memorandum of Understanding between GTCS, Inc. and GTC dated April 30, 1999, GTC is authorized to accept, develop, and administer contracts for GTC work program related activities, provided the requirements in Section II (E) (3) of the Memorandum of Understanding are fulfilled.

NOW, THEREFORE, BE IT RESOLVED that the Chief Executive Officer or his designee is authorized to enter into a contract, on behalf of GTCS, Inc., for the Genesee-Finger Lakes Regional Bridge Network Needs Assessment and Investment Strategy with Cambridge Systematics in an amount not to exceed ninety-four thousand five hundred thirteen dollars (\$94,513) to obtain the professional services necessary to accomplish the Project provided that he is reasonably satisfied that the terms and conditions of Section II (E) (3) of the Memorandum of Understanding have been or will be fulfilled; and



RESOLUTION: GTCS 4-2014

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BE IT FURTHER RESOLVED that GTCS, Inc. is authorized to make payments under such a contract upon receipt of all certifications required under Section II (E) (3) of the Memorandum of Understanding, subject to reimbursement by GTC upon receipt of the above referenced grant funds, all as required under the Memorandum of Understanding; and

BE IT FURTHER RESOLVED that the Chief Executive Officer or his designee is hereby authorized, empowered, and directed, for and on behalf of GTCS, Inc., to perform any and all actions and to execute any and all documents on behalf of GTCS, Inc. as they may deem 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 Regular Meeting of the Rochester Genesee Regional Transportation Authority, which was held on July 10, 2014, and that the Resolution is still in full force and effect.

James H. Redmond, Chairman

Date: July 10, 2014
Rochester, New York