



UNiCON
Unions and Businesses
United in Construction

2014 Community Infrastructure Priorities for Regional Economic Development



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Welcome to 2014!

This is the sixth year that UNICON has compiled its Infrastructure Priority List for the Rochester area community. Many of the projects highlighted over the years - from the Downtown Bus Transportation Center to Midtown Revitalization, Kendrick Road Construction Phases to the Downtown MCC Campus - are illustrations of the success of our effort to pinpoint community needs that are vital to the construction industry.

For several reasons, this year is slightly different.

First, we have always highlighted the number of jobs expected to be **created** by the projects we have targeted. In fact, what we have come to learn is that this region needs a foundation of between \$550 million and \$600 million of construction (not including homebuilding) to simply **sustain** the workforce currently part of the industry. Therefore, many of the projects we traditionally have targeted are not **creating** new jobs, but rather they are **supporting** the industry that currently exists.

Secondly, we've come to realize that in the construction industry, economic development for our region isn't economic development if the dollars all go to contractors from outside our community and to a workforce from another part of the country. Therefore, without emphasis on keeping all of this local, the economic impact for our community is negligible.

That's why we have changed our format to include not only specific projects, but to also encompass particular policy concepts that we would like to see supported in Albany and locally.

Finally, we have come to appreciate the call for "Middle Skills" training for the workforce of tomorrow as being a critical ingredient to future economic development. Therefore, we have to renew our efforts at helping foster an environment that supports that training and help remove the barriers our school systems are facing that keep us from making progress.

It's a tall order, and certainly one that can't be done without the help of many partners. That's why UNICON works in full partnership with the Finger Lakes Regional Economic Development Council, the Genesee Transportation Council, the Rochester Community Coalition, Rochester Genesee Regional Transportation Authority and professional organizations like the Rochester Builder's Exchange to put together this year's Priority List for our industry.

And, as I say every year -- With your help, we can make this community all it can and should be.

Thank you for your support.

Sincerely,

A handwritten signature in blue ink that reads "Kenneth L. Warner".

Kenneth L. Warner, Executive Director

DEDICATED TO BUILDING A BETTER COMMUNITY

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Priority One for Economic Development

New York State Must Focus the Benefits of Economic Development Dollars on Local Economies

When New York State first began implementing its plan to include Design Build as an alternative process for completing New York State Department of Transportation projects, many believed it was a welcome change while still others thought it spelled the ruination of the competitive bidding system.

It has turned out to be neither.

Fortunately, it has been a growing process with a great team working to refine some of the rough edges on the initial introduction. It will eventually be a welcome addition to the economic development arsenal.

But one circumstance in particular has become the foundation for our focus in the 2014 Infrastructure Priority List:

When the original Design Build specifications were outlined for the first project in our Region, they included a requirement that all bidders have experience with a public design project of at least \$50 million. Since Design-Build was new to New York, none of our local contractors could have that experience and virtually all of them were excluded from the process.

Fortunately, after working closely with the Governor, the Department of Transportation and ESDC, this requirement was modified and local contractors have done all of the phases of that project. But what it illustrated is the need to understand something that should be the very foundation of all Economic Development initiatives:

Economic Development isn't Economic Development for our region if the opportunities for contractors and jobs for construction workers all go to companies from out of state.

UNICON is committed to making this the number one priority for Economic Development for 2014.

Getting the Next Generation Career and College Ready

Career and Technical Education (CTE) Must be Re-Established as an Acceptable Outcome for Students

The core of our region – the City of Rochester – has a school system that the New York Times reported as having just 5% of its students graduate career or college ready.

To say this is a disaster is an understatement.

Clearly, preparation of the next generation of Middle Skills workers should be one of the primary economic development initiatives in this community.

In a speech last year, Governor Cuomo highlighted workforce development as the number one economic development challenge facing our state. Both Mark Peterson of Greater Rochester Enterprises and the Finger Lakes Regional Economic Development Council have pinpointed progress in middle skills preparation as key to this region's future.

UNICON has focused on two specific areas of concentration with a special concern of bringing diversity to the construction industry. Both are in conjunction with the FLREDC's Workforce Development Sub-Group.

First is our participation in the Robert Brown School of Construction on the Edison Campus of the Rochester City School District.

Second is development of the Multi-Craft Apprentice Preparation Program (MAP) to identify, train and place minority and women candidates into the apprentice programs.

Both of these initiatives have met with some success as sustainable and workable methods of reaching the community's goal. One thing, however, stands in the way – New York State's lack of action on implementing a CTE (Career and Technical Education) Diploma as an alternative to the State Regents core.

Discussion has been on the table for five years –

The ability to offer a CTE Diploma to High School Students in the RCSD is crucial to the future success of our young people and is the number one educational priority.

Partnering for Economic Development

UNICON Fully Supports the Efforts of the Rochester Community Coalition and the Finger Lakes Regional Economic Development Council

While we support all of the Rochester Community Coalition's Initiatives, four in particular are vital to supporting the infrastructure of our region:

AIM FUNDING: Aid and Incentives to Municipalities (AIM) funding finances critical public safety, education and economic development services in Rochester. However, a massive disparity exists among Upstate Cities on a per capita distribution basis. For example, if Rochester were funded at the same rate as Buffalo, our city would receive an additional \$41.7 million. Despite major efforts to restructure City government, including workforce reductions, Rochester will face an estimated budget gap of over \$28 million in the next fiscal year. Adjustments to the AIM formula could not come at a more critical time.

2014 Goal: A new formula for calculating the true financial need of cities across the state is long overdue. We propose a thoughtful revision of the method for determining AIM funding, based on the realities facing Rochester and our fellow cities throughout the Upstate region.

Facilities Modernization Project – Phase II: The largest construction endeavor ever undertaken in our community is the \$41.3 billion Facilities Modernization Project at the Rochester City School District. Now reaching the end of the \$325 million Phase I, Phase II is estimated to be over \$425 million and will continue to bring much needed improvements to schools throughout the district.

Legislation allowing the continuation of the project is vital to the community and must be passed in 2014. Delay in passage will not only add significant cost to the project that could result in extraordinary hardship for the district and the construction industry, but will also seriously undermine the Rochester community's excellent effort to bring diversity to our construction workforce and improve opportunities for minority contractors involved in construction. We urge the Legislature to support its passage in the 2014 Legislative session.

EDUCATIONAL OPPORTUNITY: The top economic drivers for this region must continue to receive support for projects they deem priorities. Both the University of Rochester's HSCCI Super Computer and the RIT Center for Urban Entrepreneurship should be singled out as important economic development projects that cannot be ignored. Both are part of the FLREDC's list.

The Finger Lakes Regional Economic Development Council is the premier example of how the process implemented by Governor Cuomo works at its best.

While certainly Eastman Business Park remains the number one focus for this region, the Science Technology and Advanced Manufacturing Park (STAMP) project in Genesee County is a crucial part of economic development for the entire region.

And, though this year's list of priorities did not win a top prize, these initiatives still bear watching and effort to secure funding. What is most interesting is that these projects – with a combined ask of just \$25 million – can provide the groundwork for extraordinary growth for the region in jobs, in economic development – and in revitalization of the lagging construction industry.

Here is the FLREDC list:

- Eastman Business Park Fermentation Center
- Canandaigua Lakefront Project
- Rochester Public Market Master Plan Improvements
- RIT Center for Urban Entrepreneurship
- Finger Lakes Regional Business Accelerator
- University at Rochester HSCCI Super-Computer
- Photonics Industry Lab Project
- Foodlink Hub Project
- The Tech Farm Food Innovation Center
- Strong Museum Toy Industry Hall of Fame
- Nazareth College Wellness Rehabilitation Institute
- St. John Fisher College Health Science Building
- Hobart and William Smith Colleges Performing Arts Center
- Roberts Wesleyan NextGen Health Project
- Wyoming County Business Agriculture Center
- Wayne County REAL Revolving Loan Fund
- WNY Science Technology & Advanced Manufacturing Park (STAMP)
- Sibley Building Mixed-Use Redevelopment
- Geva Theatre Renovations
- Bristol Mountain Aerial Park
- Weldrite Inc. Expansion
- Paper Battery Company @NY-BEST in EBP

Saving the Region's Infrastructure

Getting Our Fair Share of Transportation Dollars

NYS ROUTE 390 /I-490/NYS Route 31 Interchange Improvement Project:

The Genesee Transportation Council's Transportation Priorities for the coming year provide a key opportunity for our region to literally save its infrastructure.

Crumbling roads and bridges cost the average individual motorist a staggering \$1,285 each year in hidden costs including repairs, lost time due to congestion and traffic collisions.

Additionally, we must continue the economic development initiative in transportation illustrated by the successful effort to complete the Kendrick Road I-390 Corridor project. There is no better example of a project that will facilitate economic development than the NYS ROUTE 390 /I-490/NYS Route 31 Interchange Improvement Project.

This four-phase, \$157 million project is critical to the development of the Finger Lakes Economic Development Council's top priority – Eastman Business Park.

RGRTA DRIVING FORWARD: No-one can question that the Rochester Genesee Regional Transportation Authority runs the best Bus Company in the country. Not only are they important community partners, their positive impact on economic development is an unintended consequence of their effort to provide their riders with the best service available.

That's why we have included a plea here for consideration of their \$25 million in unfunded Urgent Capital Project needs. That include building a new \$9 million service building to replace the faltering, forty-year old structure that they currently use.

Industry Development in a Shrinking Economic Environment

The Rochester MSA Needs \$550 million to \$675 million in Construction per Year to Sustain its Current Workforce.

Despite impressions to the contrary, the Rochester construction market has held steady for the last two decades. We did not see a boom nor did we see a bust. In that way it is very similar to the real-estate market in our region. Any market size increases (or value increases) largely failed to keep pace with inflation. This leads to a slowly shrinking market in terms of employment and actual construction spending.

The primary causes of this condition are due to:

- Difficulties experienced by private developers in New York State related to the comparatively uncompetitive expense of doing business
- Extraordinary challenges involved in deploying capital in New York State are more challenging than in other regions of the country
- The Rochester region receives significantly lower AIM aid and School Aid for the Rochester Region when compared to other areas in upstate.
- Rochester receiving less construction funding than the other cities upstate.

Our community was able to grow through the 1980's due to the level of private investment funded by Xerox, Kodak, Bausch & Lomb and related suppliers. With these major customers in decline and a dual shortage of new private investment and state investment, ***a shrinking construction market is inevitable.***

Large or high profile projects often give the mistaken impression that greater than normal amounts of construction are underway. Low cost, but high volume highway projects, such as "mill and fill" projects have the same effect. The commercial construction market in the Rochester MSA has two components, highway and building construction (not including home construction of single family units).

- Highway spending from 2006-2012 averaged \$62,368,00 with a range of \$61,350,000 to \$98,756,000.
- Building construction from 2007-2011 averaged \$545,100,000 with a range of \$489,464,000 to \$664,715,000.

These numbers capture large projects that are competitively bid and projects which are privately bid where cost information is available.

A combined range of \$550 million to \$675 million is normal for Rochester MSA. Inflation has a negative impact on the amount of construction work performed and on the amount of work hours generated by construction projects. Inflation's effect is mitigated if the market is growing at a higher rate.

Construction employment, which includes residential and commercial workers, also points to a flat or declining market. From 1990 to 2012, construction employment averaged 17,240 with a range of 14,970 in 1994 to 19,010 in 2001.

From 2007 to 2012 average employment is 17,730 with a range of 16,860 to 18,760. What is not captured in these numbers are the actual hours worked by the construction workers, which are generally lower per worker in the last five years than in prior years. The average age of the construction work force is just over 40 years old, which indicates a limited demand for new workers unless there is a sustained increase in the average market size.

Without attention to the underlying problems in financial resources for the Construction Industry and a fairer allocation of State funding for both highway and building construction, this industry will continue its decline through the next decade.

**Aaron Hilger, President and CEO
Rochester Builders Exchange**

Supporting Documentation

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Career and College ReadyPage A**

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Saving the Region’s Infrastructure.....Page C

Getting the Next Generation Career and College Ready


**New York State Education Department Memo on
Expansion of Career and Technical Education
Integrated Course Options**

And

**Finger Lakes Regional Economic Development Council's
Workgroup on Workforce Development
"Jobs for 2014"**

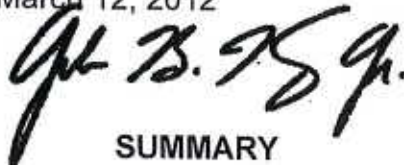


THE STATE EDUCATION DEPARTMENT / THE UNIVERSITY OF THE STATE OF NEW YORK / ALBANY,
NY 12234

TO: P-12 Education Committee
FROM: Ken Slentz 
SUBJECT: Expansion of Career and Technical Education Integrated
Course Options

DATE: March 12, 2012

AUTHORIZATION(S):


SUMMARY

Issue for Discussion

The current Regents policy for CTE approved programs allows for up to four integrated credits towards graduation. Should the policy option be expanded to include additional integrated academic credits? Should the current process be reviewed and revised to ensure rigorous learning opportunities in our CTE programs?

Reason(s) for Consideration

Review of Policy.

Proposed Handling

This question will come before the P-12 Education Committee for discussion at the March 2012 meeting.

Background Information

The P12 Education Committee and College and Career Readiness Workgroup discussed the potential for additional pathways to graduation in March 2011. In April 2011, this discussion continued and focused on increasing the number of integrated academic credits in CTE programs. This item expands on those discussions by proposing options regarding integrated credits in light of the recent understandings of college and career readiness as set forth in the ESEA waiver submitted to the USDOE.

An integrated course is one that delivers academic content within a CTE context. Students are able to fulfill core academic graduation and CTE program

sequence requirements through integrated and/or applied courses which include academic content. Examples include technical reading and report writing, as part of an Automotive Technology course; applied mathematics as part of an Electricity/Electronics course; business economics as part of a Retailing course; and applied physics as part of an Aviation Flight Dynamics course.

Programs wishing to offer students academic credits through CTE programs must complete the department's approval process. Curriculum review is the initial step in the approval process. To conduct a curriculum review:

- The school district or BOCES identifies the faculty members and other individuals who will be involved in conducting the curriculum review.
- The school district or BOCES creates curriculum maps to document how the content of the integrated courses meet the Regents academic core requirements.
- Reviewers evaluate curriculum maps to confirm that CTE program content includes sufficient content to award integrated or specialized units of credit.
- Reviewers confirm that CTE program content aligns with state CDOS standards, relevant state academic standards including the NYS CommonCore Learning Standards and related business and industry standards

Additionally, the school district or BOCES is required to convene an external review committee. One purpose of the external review committee is to insure that rigorous commencement level academic content is present in the program. For example, when academic credit is included in the approval process for a BOCES CTE program, the external committee must include a minimum of two academic subject teachers from at least two different component schools who will review the academic content for each integrated credit requested. The CTE program office maintains a database that shows the academic credits offered in each approved program.

The chart below displays the number of integrated credits currently available through approved programs, and the number that could be available to students with minimal revision to existing Commissioners Regulations.

Current Course Requirements	Required credits	Credits currently available through CTE Integration option ¹	Credits available under proposed College and Career Readiness Pathway ²
English*	4	1	3
Social Studies*	4	1	2 or 3 ³

¹ In an approved CTE program pursuant to §100.5(d)(6) of the Commissioner's regulations.

² Curriculum maps would document how, through a fully integrated program, students will fulfill the requirements in English, Science, Mathematics and Social Studies

Current Course Requirements	Required credits	Credits currently available through CTE Integration option ¹	Credits available under proposed College and Career Readiness Pathway ²
Mathematics*	3	1	2
Science*	3	1	2
Physical Education (PE)	2	N/A	N/A
Art / Music ⁴	1	N/A (see footnote 3)	1
Health	0.5	N/A	0.5 (in a Health Occupations Program)
LOTE	1	N/A	N/A
Additional Units of Credit: (Sequence / Electives)	3.5	3.5 credits in electives including CTE courses	3.5 credits in CTE courses or other electives
Integrated Credits	0	4	Up to 11.5
Total Units of Credit	22	-	-

*Courses with required Regents exams would maintain the recommended preparation course(s) in that subject.

To ensure high quality experiences for students, courses identified for this college and career readiness pathway must meet a standard of rigor that best ensures college and career readiness. Courses must:

- Address and be built upon commencement-level, state, national, and industry standards.
- Provide relevant, sequential academic and technical content aligned to the appropriate standards.
- Be designed by academic and CTE teachers who partner in course development, implementation, and delivery.
- Include formative and industry-accepted summative assessments of student progress.

Challenges

Although a multi-year phase-in approach is recommended, an early implementation plan is possible. In the 2012-13 school year, for example, districts could begin to identify existing academic and CTE courses at the high school level that have the potential for integration. Further, while not all districts would be able to offer this option initially, many could begin phasing in the number of integrated ELA, math, science, and social studies credits allowed. A phase-in time line must take into account

³ Options are available for ½ unit in Economics and ½ unit in Participation in Government in certain CTE programs

⁴ This requirement may currently be met through a CTE Design, Drawing and Production (DDP) class or through a sequence in Family and Consumer Science (i.e., Clothing and Textile Core)

varying district capacity across the state (i.e., course availability and fiscal resources) to increase the number of integrated academic credits offered through CTE.

Phase-in Timeline Recommendation

- June 30, 2012: CTE Approved Programs in good standing at LEA's and BOCES submit to SED an intent to provide additional integrated opportunities, indicating which programs/courses and indicating the new distribution of credits.
- September 30, 2012: SED establishes an "Integrated Credit Registry" to collect data and maintain an official roster of integrated academic credits provided in CTE programs.
- June 30, 2013: For LEA's without Approved Programs, BOCES and LEA's negotiate for "Program Extensions" that link LEA high school CTE courses to BOCES programs thus expanding integrated opportunities and establishing college and career readiness pathways.
- September 2013: Commissioner's Regulations are revised to reflect new policy.
- September 2013: Approved Program Extensions are reviewed and approved by SED.

Other issues needing consideration are:

- For those districts where a CTE Approved program is not available, courses would need to be developed and additional criteria met.
- To further enhance the integration strategy, a restructuring of middle school programs is essential and would prepare students earlier for a fully integrated high school program. Options which will be presented at a future meeting include:
 - Creating CTE programs of study that begin in middle school and continue to high school solidifying the connections between grade levels and articulating a roadmap to college and career.
 - Developing a grade 6 "Introduction to CTE" course encompassing the six CTE content areas (agriculture, business and marketing, family and consumer sciences, health occupations, technology, and trade and technical) to promote vertical alignment with high school programs of study.
 - Develop greater opportunities for middle level CTE acceleration in grades 7 and 8 so more students enter high school with diploma credit.
- How to build upon the strengths of current CTE programs and teachers as we create greater opportunities for meaningful CTE experiences which bolster academic achievement.
- The need for a system of identifying which integrated CTE courses are used by school districts so that student transcripts are documented appropriately.

As integrated CTE academic credits make use of both a CTE and an academically certified teacher, decisions must be made regarding:

- Designation of the "teacher of record." Should an integrated course be considered an "academic" or "CTE" course? Who will be accountable?
- Are there enough teachers qualified to teach these courses? In what way might flexibility in current certification requirements areas be needed?
- Should new certification pathways be explored for teaching "College and Career Readiness" courses?
- A review of the need for professional development, effective teacher preparation and current certification structures is warranted.

With the approval of the Committee, these questions will be addressed in a discussion item for the April 2012 P-12 Education Committee meeting.

Recommendation

That the P-12 Education Committee approve the phase-in plan for integrated academic credits in approved CTE programs. In addition, the Committee directs staff to identify revisions necessary in Commissioner's Regulations and the CTE Program Approval process to ensure a level of rigor that is aligned with college and career readiness.

Workforce Development Jobs for 2014



Measurable	K thru 8	High School RCSD / GCSD / Other	College MCC/GCC/FLCC	Hill Side	Adult	YTD Total	Year End 2014 Commitment
		Hillside + Other = Total	Student + Adult = Total				
	-	-	-	-	1	1	50
	-	-	-	-	4	6	100
	-	-	-	-	-	14	65
	-	-	-	-	6	6	75
	-	-	-	2	-	2	25
Totals =	27	216	27	4	11	29	315

Field trips
P/T Jobs
Mobile Labs
Co-op
Career Day
Internship
Other

Apprenticeship
P/T Jobs
Internship

P-Tech Program (Workplace Learning)

8

B

Working with Rochester's Partners

**Rochester Community Coalition's
2014 Top Priorities for State Investment**

and

**Finger Lakes Regional Economic Development Council's List of
Priority Projects**

And

**United States Senator Charles E. Schumer's
Letter in Support of
STAMP**

ROCHESTER COMMUNITY COALITION

2014 Top Priorities for State Investment

Business – City and County Government – Education – Labor – Nonprofits
Many voices, one agenda for a greater Rochester

AIM FUNDING	GRADUATE MEDICAL EDUCATION	CHILD CARE FUNDING
<p>Aid and Incentives to Municipalities (AIM) funding finances critical public safety, education and economic development services in Rochester. However, a massive disparity exists among Upstate cities on a per capita distribution basis. For example, if Rochester were funded at the same rate as Buffalo, our city would receive an additional \$41.7 million. Despite major efforts to restructure city government, including workforce reductions, Rochester will face an estimated budget gap of over \$28 million in its next fiscal year. Adjustments to the AIM formula could not come at a more critical time.</p> <p>2014 Goal: A new formula for calculating the true financial needs of cities across the state is long overdue. We propose a thoughtful revision of the method for determining AIM funding, based on the realities facing Rochester and our fellow cities throughout the Upstate region.</p>	<p>Rochester's health care system has the unique advantage of collaborative community planning and has long distinguished itself as a community able to develop innovative approaches to health care financing and delivery. The benefits of this community approach – costs that are 20% below the national average with excellent quality and access. One of the key factors of Rochester's pre-eminence is an academic medical center and its ability to provide a quality, local physician workforce.</p> <p>Approximately \$100 million in Graduate Medical Education (GME) support is currently generated from the rates the area hospitals have negotiated with private payers, which covers additional expenses of operating hospitals with residents and fellows. A Covered Lives Assessment (CLA) adjustment will replace that support and each system will reduce its hospital inpatient and outpatient rates by the amount of that adjustment, so that this change will not trigger an increase in premiums and each hospital would receive the same payment as it does now.</p> <p>We are also proposing the creation of two additional pools of \$5 million each to support associated educational costs incurred by Medical Center faculty who teach students and community health initiatives (e.g. health planning, community-wide safety and quality programs, community measurement, elimination of health disparities) that improve quality, affordability, and accessibility through collaborative community efforts.</p> <p>By spreading the existing costs of GME not currently funded by Medicare and Medicaid across the community and investing in community health infrastructure, we can ensure that the Rochester area maintains a necessary supply of skilled physicians and still retains among the lowest private health insurance costs in the country.</p> <p>2014 Goal: We support a community-wide approach to funding the critical medical education and healthcare infrastructure needs of the Rochester-area health care system that will ensure access to medical personnel and will sustain the region's reputation for high-quality of care. We ask that the Governor and Legislature support this proposal.</p>	<p>Well-established evidence shows that high quality childcare opportunities for working families leads to improved academic readiness for children, better health, and greater workplace productivity. Winning Beginning, a statewide coalition of 36 children's organizations, is advocating to increase New York State investment in child care subsidies for low-income working families by \$82 million in FY 2014-2015. This would restore child care services for over 13,000 kids of working families statewide by bringing the State's funding level back to what it was in 2010-2011.</p> <p>2014 Goal: Monroe County seeks an increase of \$2.8 million (about 400 kids) in State funding over its 2013 allocation, since Monroe County has the highest need outside of New York City (based on 46% of Rochester's children living in poverty and Monroe County's loss of 7,203 child care subsidy slots for low-income working families since 2001).</p>
<p>Center of Excellence in Sustainable Manufacturing: Located at Rochester Institute of Technology within the Colisano Institute for Sustainability, the Center was established two years ago in the 2012-2013 State Budget, with initial funding of \$250,000. The 2013-14 State Budget included an additional \$500,000. During its initial start-up phase, the Center has exceeded its targeted goals relative to the number of industry and R&D projects supported, and in its first year alone, was able to leverage three times the State funding investment with company cost-share.</p> <p>Advanced manufacturing is a critical industry segment in the greater Rochester region, and this Center of Excellence is a key asset in helping small and large manufacturing firms to be competitive and to stay ahead of the curve in incorporating sustainability into their design and manufacturing processes. The Center is working with companies across upstate New York to reduce energy consumption in their manufacturing processes, incorporate sustainable design into product development and utilize new technologies to optimize manufacturing efficiency.</p> <p>2014 Goal: We are seeking continued support for the Center in 2014-15 and funding party with the other Centers of Excellence around the State.</p> <p>Center of Excellence for Data Science: The University of Rochester is proposing a Center of Excellence in Data Science, the first Center in New York State of its kind, to secure leadership in this rapidly evolving field and to establish the region and the State as a magnet for new talent and a leader in analyzing and commercializing the limitless uses of data to improve quality of life and to fuel economic growth. Over the past five years, the University and New York State have invested more than \$50 million to support new faculty, staff, and computing infrastructure. As a result of this investment, more than 100 principal investigators have been awarded a total of \$307 million in research relying in part upon high performance computation during the past three years and more than 650 faculty, students, and research staff from more than 40 departments support computational and data-intensive research activities.</p> <p>The University is committing \$50 million to greatly expand its efforts and to establish itself as an international leader. The Center will initially focus upon three domains: Predictive Health Analytics, Cognitive Systems, and Analytics on Demand. By leveraging existing collaborations with companies like Xerox and the University's partnership with IBM to create the nation's most advanced high performance computing health research center, this initiative will develop new discoveries and techniques, and produce highly trained specialists that will have profound economic impact.</p> <p>2014 Goal: We are seeking a state designation and an appropriation of \$750,000 in the 2014-15 Budget.</p>	<p>Rochester's health care system has the unique advantage of collaborative community planning and has long distinguished itself as a community able to develop innovative approaches to health care financing and delivery. The benefits of this community approach – costs that are 20% below the national average with excellent quality and access. One of the key factors of Rochester's pre-eminence is an academic medical center and its ability to provide a quality, local physician workforce.</p> <p>Approximately \$100 million in Graduate Medical Education (GME) support is currently generated from the rates the area hospitals have negotiated with private payers, which covers additional expenses of operating hospitals with residents and fellows. A Covered Lives Assessment (CLA) adjustment will replace that support and each system will reduce its hospital inpatient and outpatient rates by the amount of that adjustment, so that this change will not trigger an increase in premiums and each hospital would receive the same payment as it does now.</p> <p>We are also proposing the creation of two additional pools of \$5 million each to support associated educational costs incurred by Medical Center faculty who teach students and community health initiatives (e.g. health planning, community-wide safety and quality programs, community measurement, elimination of health disparities) that improve quality, affordability, and accessibility through collaborative community efforts.</p> <p>By spreading the existing costs of GME not currently funded by Medicare and Medicaid across the community and investing in community health infrastructure, we can ensure that the Rochester area maintains a necessary supply of skilled physicians and still retains among the lowest private health insurance costs in the country.</p> <p>2014 Goal: We support a community-wide approach to funding the critical medical education and healthcare infrastructure needs of the Rochester-area health care system that will ensure access to medical personnel and will sustain the region's reputation for high-quality of care. We ask that the Governor and Legislature support this proposal.</p>	<p>The Coalition asks for continued support of a number of important community initiatives, including:</p> <p>NYS Pollution Prevention Institute (NYSPP2): NYSPP2 is a state-funded initiative that was competitively awarded to Rochester Institute of Technology in 2007 and recently extended for an additional five years. NYSPP2 works with companies and other organizations to make our State more sustainable for workers, the public, the environment and the economy by identifying opportunities for reductions in toxic chemical use, efficient use of raw materials, energy and water and reductions in emissions to the environment and waste generation. Headquartered at RIT, NYSPP2 is a partnership among RIT, Clarkson University, RPI, the University at Buffalo and the State's 10 Regional Technology Development Centers. The Institute provides direct assistance to companies throughout the State, validates and tests new green technologies and provides technical assistance to industry sectors such as food processing, pulp and paper, biofuels and hospitality, among others. NYSPP2's work has resulted in over 3 million pounds of reduction in hazardous waste, 2.7 million kilowatt hours of energy use savings and nearly 20 million gallons of water usage statewide. The Institute is funded by DEC through the State's Environmental Protection Fund. The Coalition is seeking continued funding for the Institute at \$3.25 million, the same level at which it was funded in 2013.</p> <p>Facilities Modernization Project – Phase II: The largest construction endeavor ever undertaken in our community is the \$1.3 billion Facilities Modernization Project at the Rochester City School District. Now reaching the end of the \$325 million Phase I, Phase II is estimated to be over \$425 million and will continue to bring much needed improvements to schools throughout the district. Legislation allowing the continuation of the project is vital to the community and must be passed in the Spring of 2014. Delay in passage will not only add significant cost to the project that could result in extraordinary hardship for the district and the construction industry, but will also seriously undermine the Rochester community's excellent effort to bring diversity to our construction workforce and improve opportunities for minority contractors involved in construction. We urge the Legislature to support its passage in the 2014 Legislative session.</p>
<p style="text-align: center;">CENTERS OF EXCELLENCE</p>		
<p style="text-align: center;">ONGOING COMMITMENTS</p>		

FINGER LAKES REGIONAL ECONOMIC DEVELOPMENT COUNCIL PRIORITY PROJECTS

The Rochester Community Coalition supports the Finger Lakes Regional Economic Development Council's (FLREDC) 2013 Progress Report and its 24 transformational priorities, which include:

Eastman Business Park / Eastman Business Park Fermentation Center	Roberts Wesleyan College Science and Nursing Center
Finger Lakes Innovation Hot Spot Consortium	St. John Fisher College ISHS Building
Finger Lakes Business Accelerator Cooperative Phase 3	Hillside Work-Scholarship Connection Job Creation in Middle Skills and Beyond
Rochester Institute of Technology Center for Urban Entrepreneurship	Monroe Community College Precision Tooling Certificate Program
Finger Lakes Food Innovation Center	Science Technology and Advanced Manufacturing Park
Foodlink Food Hub	University of Rochester Regenerative Medicine and Data Science Initiative Phase 3
Wyoming County Agricultural and Business Center of Excellence	Rochester Regional Photonics Cluster Industry Lab
Canandaigua Lakefront Redevelopment Phase 1	Pollution Prevention Institute Food Processing Sustainable Manufacturing Project
City of Rochester Public Market	Bristol Mountain Winter Resort Aerial Park Project
Sibley Building Redevelopment Phase 2	Geva Theatre Renovation
Finger Lakes Health Collaborative	Hobart and William Smith Colleges Performing Arts Center
Nazareth College Wellness Rehabilitation Institute	The Strong and Toy Industry National Halls of Fame

The Coalition appreciates the \$59.8 million in economic development support announced in 2013 and being named the winner of the State's 2012 Regional Council award. This support, which totals \$225 million over the last three years, will enable our region to move forward with projects that will foster innovation and entrepreneurship, help small businesses grow and prosper, train our workforce for the jobs of the future, extend economic opportunity to underserved communities, revitalize key industrial development sites, catalyze growth in key industry sectors, and strengthen our communities and quality of life.

In order to build upon the economic development momentum that has been gained through the Regional Council process, the Coalition supports full funding for all of the 2013 priority projects and the following economic development priorities:

Eastman Business Park: Efforts to preserve and strengthen Eastman Business Park remain the region's top priority. The Park is one of the nation's premier industrial development sites and possesses a unique set of assets that make it highly attractive to high tech and manufacturing companies. Thanks to the significant support from the Governor, we have made substantial progress in resolving critical barriers to future growth at the Park. The State's continued partnership and support is absolutely essential to resolve outstanding issues and to create the economic development tools needed to attract new companies and enable existing companies to grow.

Finger Lakes Business Accelerator Cooperative Phase 3: This project, sponsored by High Tech Rochester, will create an interconnected "hub and node" system to support entrepreneurship and innovation and drive regional economic growth across all industry sectors and in all nine counties. The Cooperative will bring streamlined programs and services to entrepreneurs and small businesses throughout the region, with outreach to underrepresented groups, such as minority- and woman-owned businesses and young entrepreneurs. It is estimated that this initiative will create more than 1,000 new jobs – in the form of start-up creation and business expansion – in the first five years of operation. The Coalition supports the FLREDC's request for \$3 million in grant funds for this project, which will support the build-out of a new 100,000 sq. ft. hub facility in downtown Rochester.

Science Technology and Advanced Manufacturing Park (STAMP): STAMP, a 1,243-acre site in Genesee County, will attract the next generation of nano-technology (semiconductor and solar), bio-manufacturing, and advanced manufacturing companies to the State, create a high-tech corridor spanning upstate, and drive significant economic growth in both the Finger Lakes and Western New York regions. The project will create an estimated 1,400 construction jobs by 2015 with 1,500 permanent manufacturing jobs at the site by year 2016. At full build-out, the site could support upwards of 10,000 jobs. The Coalition supports the FLREDC's request for \$500,000 in grant funds for this project.

Innovation Agenda: The Coalition strongly supports the Governor's efforts to accelerate technology commercialization from our region's colleges and universities. We appreciate the State's support for the Finger Lakes Innovation Hot Spot and continue to support the Innovation Venture Capital Fund and an Innovation Network to provide a critical bridge between academic and private research and development that will lead to the creation of new technology, startup-companies and regional economic growth.

CHARLES E. SCHUMER
NEW YORK

COMMITTEES:

BANKING
DEMOCRATIC POLICY & COMMUNICATIONS
FINANCE
JUDICIARY
RULES

United States Senate

WASHINGTON, DC 20510

February 19, 2014

Assembly Speaker Sheldon Silver
Legislative Office Building, Room 932
Albany, NY 12248

Senate Leader Dean Skelos
Legislative Office Building, Room 909
Albany, NY 12247

Senate Leader Jeffery Klein
Legislative Office Building, Room 913
Albany, NY 12247

Dear Speaker Silver, Leader Skelos, and Leader Klein,

I applaud New York State's recent investments to the Genesee County Economic Development Corporation (GCEDC) to continue its development of the Science, Technology and Advanced Manufacturing Park (STAMP) site and write in support of GCEDC and local building and construction trades's pursuit of \$33 million required to make STAMP shovel-ready. I have been pleased to assist STAMP by working with the U.S. Army Corps of Engineers to provide necessary wetlands permit assurances to enable GCEDC to advance the site's development and begin marketing the site to prospective tenants. This, together with the \$33 million in additional investment, will position STAMP to achieve its goal of attracting over a billion dollars in new private sector investment and 9,300 new advanced manufacturing jobs within the next two decades.

The development of STAMP has local, state, and national significance. It is ranked as a top priority project by the 9-county Rochester Finger Lakes region, and at 1,250 acres is one among only a few mega-sites that can successfully compete against other international mega-sites globally to win large scale solar, nanotech, or semiconductor research and manufacturing facilities.

STAMP leverages existing exceptional cost and infrastructure advantages, and with proximity to transportation networks, industrial infrastructure and available low-cost power and water, STAMP is well suited to lure new high tech manufacturers while creating new construction jobs for workers in Rochester, Buffalo and throughout western New York. Indeed, I was pleased to join alongside state and local officials in November to urge the Semiconductor Industry Association (SIA) during its annual meeting to consider STAMP's unique assets and its potential for future development.

PLEASE RESPOND TO THE FOLLOWING OFFICE:

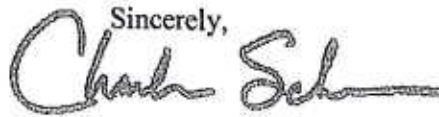
<input type="checkbox"/> ALBANY: LEO O'BRIEN BUILDING ROOM 420 ALBANY, NY 12207 15181-431-4070	<input type="checkbox"/> BINGHAMTON: FEDERAL OFFICE BUILDING 15 HENRY STREET ROOM 1103 BINGHAMTON, NY 13901 (607) 772-6792	<input type="checkbox"/> BUFFALO: 130 SOUTH ELMWOOD #650 BUFFALO, NY 14202 (716) 846-1111	<input type="checkbox"/> HUDSON VALLEY: ONE PARK PLACE SUITE 100 PRENSHILL, NY 10566 (914) 734-1532	<input type="checkbox"/> LONG ISLAND: 250 GREENWAY PLAZA 145 FINE LANE ROAD ROOM 302N MELVILLE, NY 11747 (631) 753-0978	<input type="checkbox"/> NEW YORK CITY: 750 THIRD AVENUE SUITE 2301 NEW YORK, NY 10017 (212) 486-4430 TDD: (212) 486-7661	<input type="checkbox"/> ROCHESTER: KENNETH B. KLATING BUILDING 100 STATE STREET ROOM 3040 ROCHESTER, NY 14614 (585) 263-0866	<input type="checkbox"/> SYRACUSE: 100 SOUTH CLETON ROOM 841 SYRACUSE, NY 13261 (315) 423-5473	<input type="checkbox"/> WASHINGTON: 322 HART SENATE OFFICE BUILDING WASHINGTON, DC 20510 (202) 224-6542 TDD: (202) 224-6520
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<http://schumer.senate.gov>

Thanks to decades of joint public-private investments in infrastructure and education, and a talented workforce, Upstate New York is primed to lead the nation in attracting semiconductor manufacturing. STAMP will help capitalize on this potential and will complement other hubs like the Luther Forest Tech Campus and the Marcy Nanotech campus to cement New York's reputation as fertile ground for high-tech and, specifically, semiconductor manufacturing. Moreover, its proximity to robust world-class university centers like the University at Albany's College of Nanoscale Science and Engineering (CNSE), Rochester Institute of Technology, University at Buffalo, University of Rochester, and Cornell University will fuel new research, commercialization, workforce development, and collaboration.

I appreciate your continued leadership to position New York State to invest in and grow new nano and high tech developments and stand ready to continue to partner with the state and local officials to make STAMP the state's next shovel-ready development site.

Sincerely,


Charles Schumer
United States Senator

Cc: Kenneth Adams, President & CEO, Empire State Development

Saving the Region's Infrastructure

**Genesee Transportation Council's
FY 2014 – 2015 Transportation Priorities
Finger Lakes Region**

And

**Driving Forward:
Rochester Genesee Regional Transportation Authority
Agenda 2014-15**

FY 2014-2015 Transportation Priorities

Finger Lakes Region

The lack of a rational and equitable process for distributing federal and state transportation funds combined with the centralization of project selection in Albany is limiting our ability to increase economic opportunity for existing and prospective businesses and residents.

- The apportionment of federal funds to New York State for highway and bridge maintenance and repair has remained essentially flat since 2005 (approximately, \$1.5-\$1.6 billion annually).
- The selection of projects to receive these limited federal funds has become more centralized in Albany at NYSDOT-Main Office.
 - The amount of federal highway funds distributed by NYSDOT-Main Office for project selection with input from local governments via metropolitan planning organizations has been reduced by approximately \$300 million per year statewide.
 - ✓ Reinstate the practice of distributing 90 percent of federal highway funds to the NYSDOT regions so that decision making more fully incorporates regional priorities via input from local elected officials.
 - NYSDOT-Main Office has yet to announce which projects will receive \$1 billion dollars of reasonably-expected federal highway and bridge funds between 2015 and 2017 despite soliciting proposals in November 2012 and February 2013.
 - There is a valid concern that major projects in our region submitted in response to these solicitations will not be selected and we will be required to fund these projects out of our regional allocation. This was the case for the Access 390 initiative with approximately \$60 million of the \$90 million total cost coming from our regional allocation while other regions received funding from statewide pots for their priority projects.
 - ✓ Ensure that the Governor and NYSDOT leadership are aware of the statewide significance of projects submitted by our region. As an example, the NYS Route 390/I-490/NYS Route 31 Interchange Improvements project would serve 50 percent more travelers than the Tappan Zee Bridge project at a fraction of the cost (\$160 million versus \$3.9 billion), and is critical to the redevelopment of Eastman Business Park. (See attached fact sheet)
- Of the federal and state funds for highway and bridge maintenance and repair that are distributed to regions for project selection, our region receives a disproportionately smaller share than other regions with less residents and fewer jobs.
 - The models used as the basis for distributing these funds are flawed. The bridge model does not account for the number of vehicles crossing the bridges (i.e., all other factors being equal, a bridge carrying 5,000 vehicles per day is considered the same as a bridge carrying 500 vehicles per day) and the highway model does not include locally-owned roadways even though those in more urban areas may serve more traffic than NYSDOT-owned roadways in rural areas.
 - As a result, NYSDOT-Region 9, which covers the Binghamton area, receives 20 percent – approximately \$18 million per year – more federal and state highway and bridge funding than our region despite having less than half our region's population and employment. These funds do not include those provided for disaster relief. (See attached graphs)
 - ✓ Revise the models used for distributing federal and state highway and bridge funds to regions to ensure that traffic volumes are a significant factor as they represent the strongest measure of transportation infrastructure's contribution to economic development and quality of life.

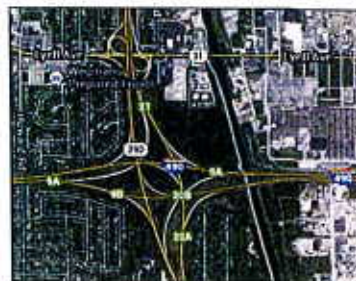
NYS Route 390/I-490/NYS Route 31 Interchange Improvements

Fact Sheet

The New York State Department of Transportation (NYSDOT) is finalizing the Design Report/Environmental Assessment for the NYS Route 390/I-490/NYS Route 31 Interchange Improvements. Based on years of planning and engineering, NYSDOT has identified a preferred alternative that will serve as a long-term solution to the current and projected transportation issues in the study area.

As proposed, the project will address existing and future capacity and safety issues, which negatively impact travel times for commuters and freight, result in increased emissions, and limit the viability of businesses on the west side of Monroe County. The project would be constructed in four phases at the estimated costs (in 2012 dollars) presented below.

<u>Phase</u>	<u>Cost</u>
1. Lyell Avenue Bridge	\$13.4 million
2. I-390/NYS Route 390 northbound and Lyell Avenue east of NYS Route 390	\$51.7 million
3. I-390/NYS Route 390 southbound	\$83.3 million
4. <u>Lyell Avenue west of NYS Route 390</u>	<u>\$8.6 million</u>
Total	\$157 million



The project is crucial to the continued development of Eastman Business Park – the highest priority of Governor Cuomo’s Finger Lakes Regional Economic Development Council – and other major sites; namely, Rochester Technology Park (a former Eastman Kodak facility). Despite the significant reduction in employment at Eastman Kodak, traffic volumes at the interchange have increased approximately 60 percent since the company’s peak employment of more than 60,000 workers in 1982. Accordingly, the project has been included in the Finger Lakes Regional Economic Development Council’s 2013 Progress Report as a “Five-Year Pipeline Initiative.”

To provide a measure of this project’s importance to New York State as a whole, the 200,000 vehicles that use the interchange daily (as stated by NYSDOT in the draft Design Report/Environmental Assessment¹) is equivalent to the traffic carried by the Brooklyn Bridge and Manhattan Bridge combined² or approximately 50 percent more than that carried by the Tappan Zee Bridge.³

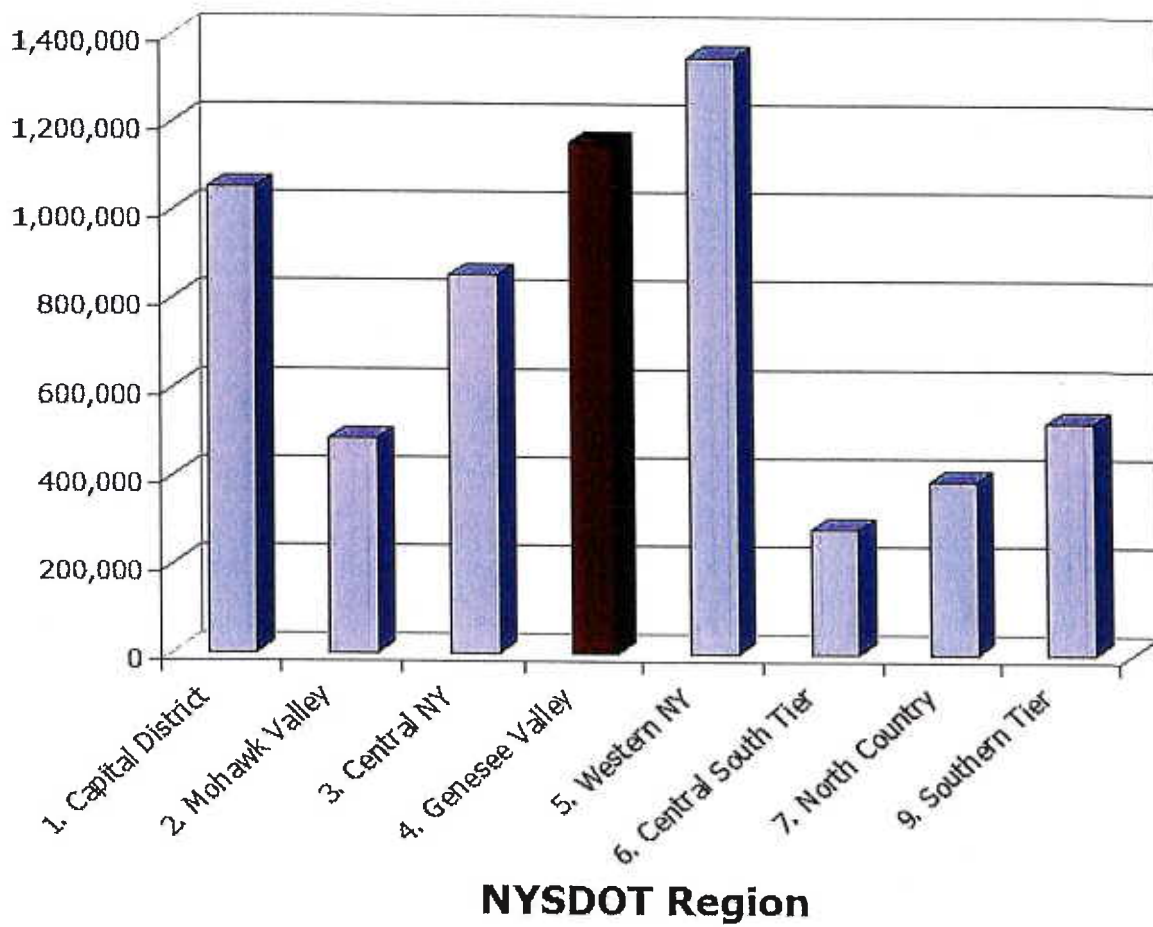
Federal Highway Administration approval of the Design Report/Environmental Assessment is expected by the end of 2013. The cost of the project is beyond the capacity of the region to fund with its own resources. The draft *Statewide Transportation Improvement Program* for Federal Fiscal Years 2014 through 2017, which was available for public review from July 26, 2013 through August 23, 2013, includes nearly \$1 billion in Federal Highway Administration (FHWA) National Highway Performance Program (NHPP) funds that are currently not programmed to specific projects.

¹ New York State Department of Transportation, *NYS Route 390/I-490/NYS Route 31 Interchange Improvements Draft Design Report/Environmental Assessment*, Section 2.2.2.1, page 2-3, provided August 7, 2013.

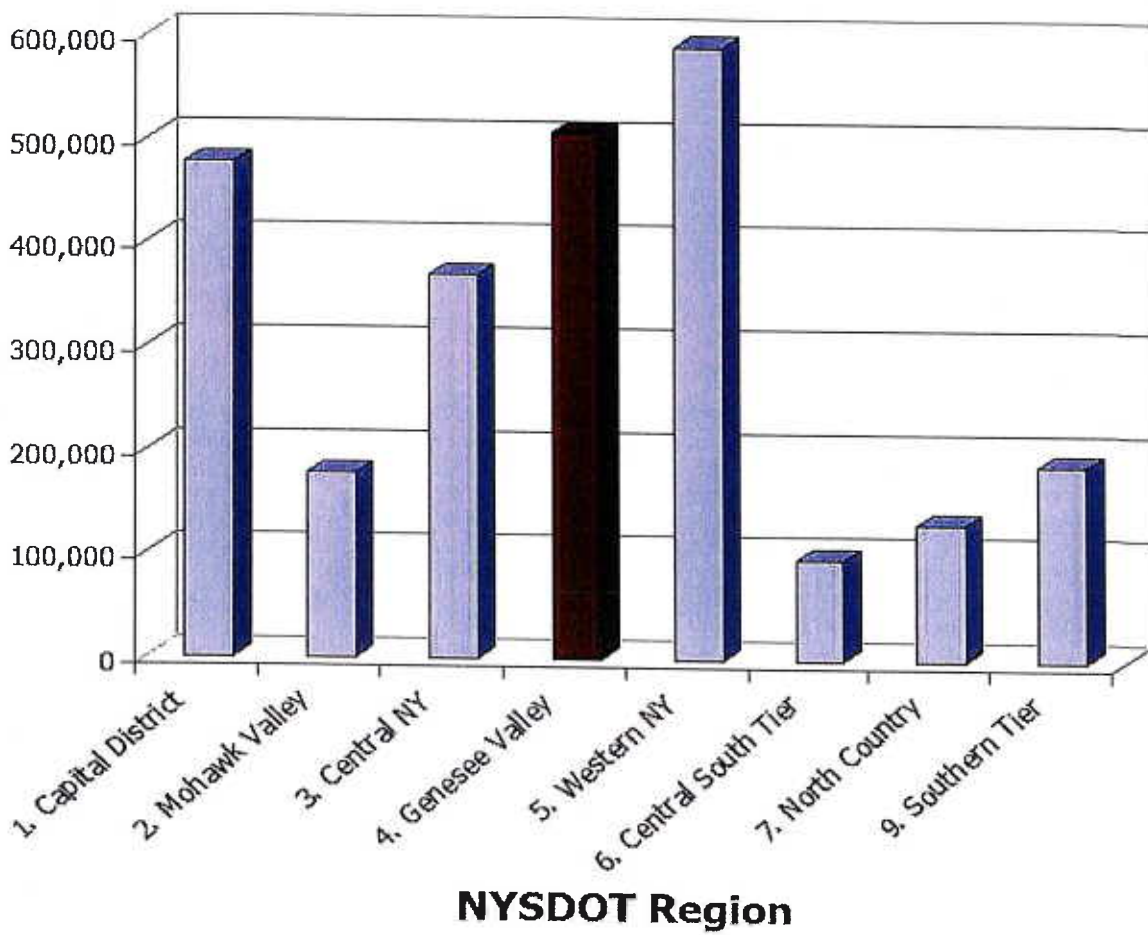
² New York City Department of Transportation, <http://www.nyc.gov/html/dot/html/infrastructure/bridges.shtml>, accessed September 17, 2013.

³ New York State Department of Transportation, <https://www.dot.ny.gov/divisions/engineering/technical-services/hds-respository/Traffic%20Data%20Report%202011%20Appendix%20C%20-%20AADT%20Values%20for%20Select%20Toll%20Facilities.pdf>, accessed September 17, 2013.

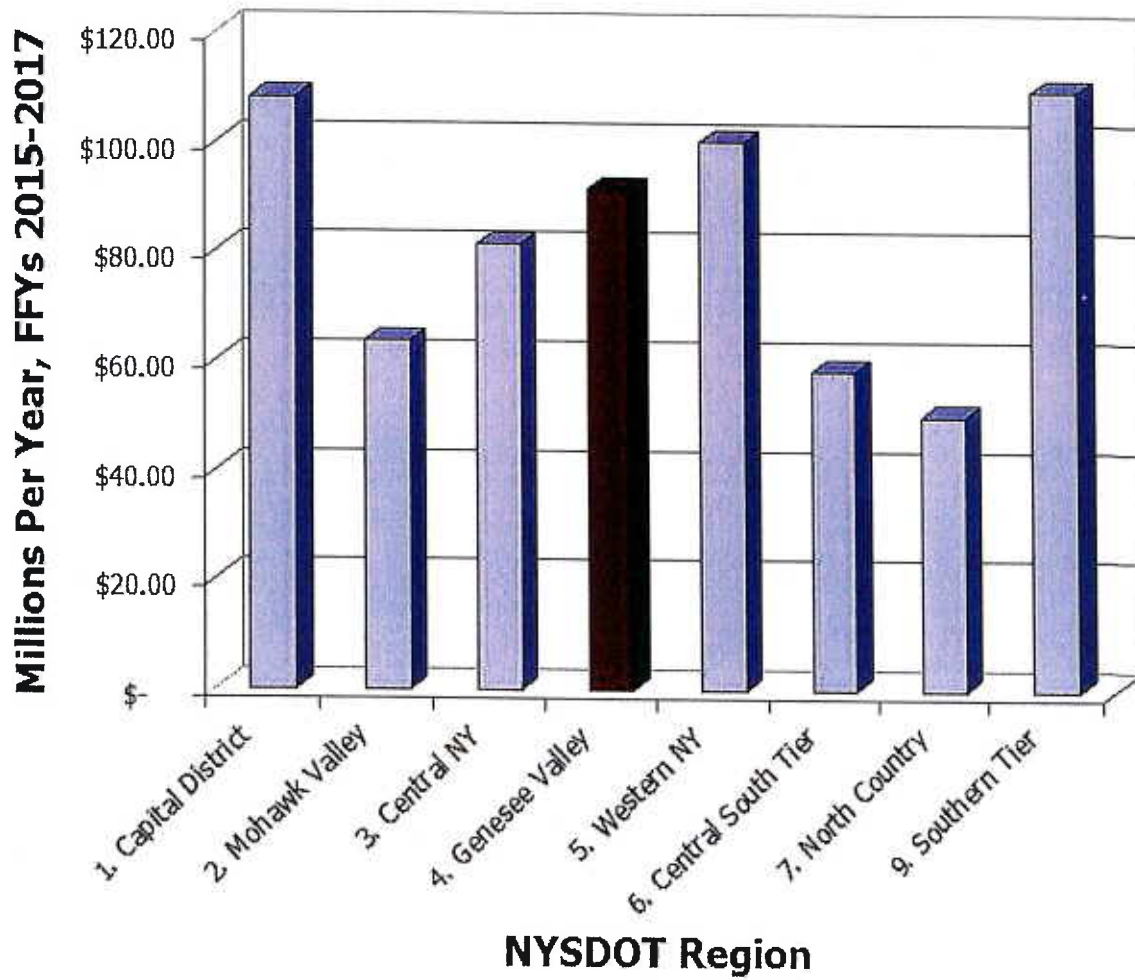
2010 Population



2011 Q1 Employment



Highway & Bridge Allocations





DRIVING FORWARD

Rochester Genesee Regional Transportation Authority Agenda 2014-15



"Quality, affordable, and convenient public transportation is a key component for improving the economic health and viability of the Rochester region. The RGRTA is a critical community partner and is enabling further growth at the University by enhancing the public transit experience for transformational development projects."

— President Joel Seligman, University of Rochester

Together, the 841 employees of RGRTA share a commitment and passion to provide on time, safe, and affordable public transit and paratransit service, so that our customers can access jobs, education, health care, shopping, and cultural activities.

Through rigorous financial discipline and a focused commitment to improve quality, and to increase productivity and ridership, RGRTA has achieved a solid foundation of measurable and sustainable milestones that have put us on the right path to realize our vision of becoming "The Preferred Transportation Choice."

As a result, RGRTA has:

- **Maintained service for \$1** and will maintain this base fare through 2015
- **Achieved eight consecutive years of positive financial results**
- **Increased ridership annually—outpacing the national average—** resulting in a 20-year high of over 18 million **each year**
- Consistently achieved **on-time-performance of 90%**
- Steadily **increased customer satisfaction**—year over year
- Earned a national reputation for its **innovative performance management system (TOPS)**, and exceeded its TOPS goals every single quarter for five consecutive years
- Expanded its unique business model to include **more than 65 business partner relationships** across the Greater Rochester region

We are continuously reinventing, streamlining, and improving service that meets the increasing and diverse needs of our customers—a **public transportation system that people can build their lives around.**

CURRENT NEEDS FOR RGRTA

Sustainable Revenues and Equitable Distribution for Upstate STOA

- The executive budget increases STOA by 1.35 percent
- In the past two years, upstate STOA is up 1.35 percent and downstate STOA is up 11 percent
- RGRTA supports NYPTA's proposal for a more sustainable funding program without increasing taxes

Capital Needs

We support the continuing state budget capital appropriation of \$18.5 million for upstate transit and encourage that that money be distributed early in the state fiscal year

Urgent Capital Project Needs

Currently we have \$25 million in unfunded facility needs. We have an urgent need to build a new \$9 million service building to support our increased number of buses in an aging facility where 40 years of water and salt have caused it to reach the end of its useful life.

RGRTA DRIVING FORWARD

RTS TRANSIT CENTER

Opening Late 2014



We're enhancing the customer experience with a brand-new facility in the heart of Downtown Rochester. This innovative hub will transform the way people use bus transportation, with more comfortable and convenient connections to key destinations throughout the Rochester region.

COST: \$50 million funded by Federal Transit Administration (80%), the New York State Department of Transportation (10%), and RGRTA (10%).

FACTS ABOUT THE RTS TRANSIT CENTER

- 30 bus bays to accommodate up to 100 buses per hour
- Indoor waiting and transfer areas
- Ticket vending machines, electronic schedule and information displays
- Information Center
- Exceeds all ADA requirements
- LEED (Leadership in Energy & Environmental Design) certifiable at the Silver Level
- Employment Impact: 400 construction jobs and 50 new jobs when in operation.

FUTURE OUTLOOK

RGRTA delivers a great value to its riders, business partners, our funders, and community stakeholders. Our core service—safe, reliable public transportation—will remain at the \$1 fare level at least through 2015. RGRTA continues its cultural shift to operate with a private-sector business model and mindset, and has been recognized nationally for its successes. This shift enables us to be ever more productive in how we use government funds and to supplement it with other revenue sources.

Looking ahead, we are well-positioned to do more than simply build on past success. Our active pursuit of new partnerships; our commitment to train and develop our people; our focus on serving customers and maximizing the investment that government funders make in RGRTA are paying dividends.

We are customer-focused in all that we do—with targeted strategies and initiatives aimed at improving service to current customers and attracting new public transit users. Our customer-focus will be evident in every market we serve:

- **The Transit-Dependent;** We are their primary method of transportation for work, school, shopping and important appointments.

- **The Mobility Impaired:** We help people with limited mobility reach their destinations.
- **Business Partners:** Colleges, businesses, and other Institutions with concentrated populations of students, employees, and customers who need cost-effective, reliable transportation.
- **Older Adults:** Who prefer to have options other than driving—due to age, health or simply a desired change in lifestyle.
- **The Choice Rider:** Particularly younger people, who increasingly view public transit as essential and a good fit with their lifestyles.

Our ability to be an active partner in the economic vitality of our region is impacted by the uncertainty of state funding for public transportation.

RGRTA supports NYPTA's proposal for a more sustainable funding program without increasing taxes



UNICON is an independent labor-management organization that advocates for public and private capitol investment for the Rochester community. Our primary focus is economic development. We work to increase opportunities for local contractors and their employees, securing local jobs for local people. We promote careers in construction through innovative programs, creating a future workforce that has the skills, training and abilities to offer the highest quality of craftsmanship.