

FY2000 SERVICE PLAN FOR:

- Metropolitan Area: City of Rochester/Monroe County, New York
- " State-Wide/Multi-State Area: _____

Executive Summary

Service Plan Goal	Ranking	Requested FY2000 Funding
Facilitate the process of updating the regional architecture, first developed under the Rochester area Improved Mobility Areawide Guidance Evaluation (IMAGE), by increasing stakeholder awareness, and by facilitating activities that will initiate completion of that architecture, to the architectural flow level.	1	\$21,000
Total FY2000 Targeted Funds Request		\$21,000

Date:
December 23, 1999

Developed By:
Jerry Zell
Transportation Management Engineer
FHWA, NY Division Office

In Coordination With:
Hans Pointdujour
FTA, Region II

REGIONAL ASSESSMENT

The metropolitan area of Rochester and Monroe County, New York is one of the original 75 metropolitan areas within the United States which have been targeted for ITS deployment support by the US Department of Transportation. As a result of this status, the region has received several ITS Earmarks over the past several years. The first was in 1992, when funds were provided for Early Deployment Planning. That project was completed in March 1996, with a strategic deployment report entitled the Improved Mobility Areawide Guidance Evaluation (IMAGE).

For the study, key stakeholders were brought together in a Regional ITS Technical Advisory Committee (TAC). With several ITS projects currently under development in the area, the TAC has been reconvened to discuss project coordination and changes that have occurred or may occur under current individual stakeholder plans.

Current projects under development in the area include:

- < Computerized Signal System Upgrade with Signal Pre-Emption for Emergency vehicles, Monroe County
- < Greater Rochester International Airport/ Transportation Operations Center (A/TOC), Monroe County
- < Irondequoit Bay Bridge Advanced Transportation Management System, NYSDOT
- < I-490 Reconstruction, including ITS Deployments, NYSDOT
- < Automated Vehicle Location for Buses, Rochester-Genesee Regional Transportation Authority (RGRTA)
- < Monroe County Public Safety Training Facility, including Emergency Operations Center

TAC stakeholders include:

- < Genesee Transportation Council (GTC), the MPO
- < NYS Police
- < Monroe County
- < RGRTA
- < Monroe County Sheriff's Dept.
- < Rochester Fire Department
- < Rochester Police Dept.
- < City of Rochester
- < 911 Center
- < Town of Irondequoit
- < Town of Webster
- < Empire State Towing and Recovery Association, ESTRA
- < ECBS (CB radio users group)
- < NYSDOT

In addition, NYSDOT has recently solicited private communications companies for interest in partnership arrangements for installing or sharing communications facilities along State highways.

With all of these activities underway, the time is right for updating the regional architecture in order to assure efficient integration of the various operational or planned system deployments in the area.

Representatives of NYSDOT, GTC and Monroe County recently attended the *Using the National Architecture* course held here in Albany. The course was received very positively and as a result we have come to a point of opportunity to really get the ball rolling on further architectural development, fashioned after the National architecture. These stakeholders are very interested in developing architectural flows in order to organize and enhance all phases of deployment, from planning to operations. The NYSDOT and GTC recently solicited all TAC members regarding their interest in further development of the regional architecture. Nearly all members responded positively and are prepared to participate in the activities identified in this service plan.

The regional architecture depicted in the IMAGE report was completed prior to full development of the National Architecture. Although it is consistent with the physical architecture concepts of the National Architecture, it is not complete in terms of specific architectural flows.

Currently, individual projects are being developed in accordance with the national architecture and standards to the extent possible. However, the completion of architecture flows on a regional basis would greatly improve opportunities for deployment efficiencies in terms of cost and standardization of systems. This is the ultimate goal of this service plan.

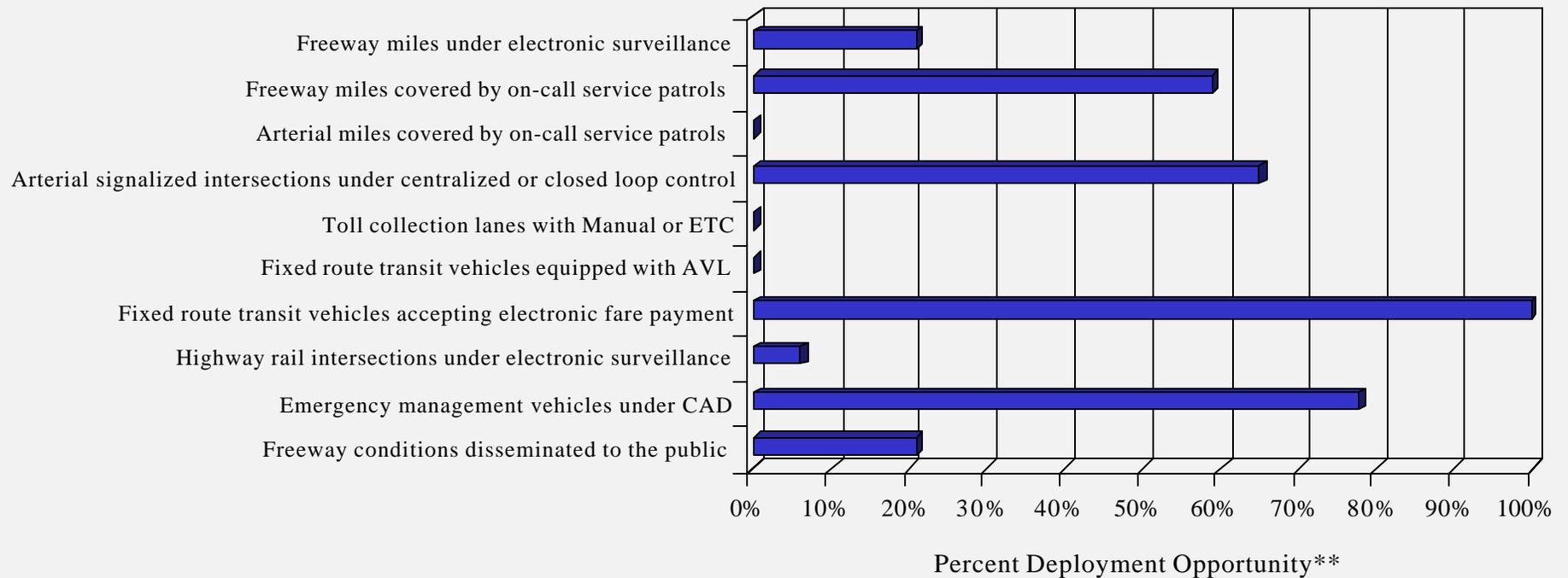
The proposed activity will, in the near term, increase the level of integration for Freeway Management, Incident Management, Traffic Signal Control, Transit Management, and Emergency Management systems. These systems will be accommodated in the A/TOC project that is currently being designed and administered by Monroe County. Integration of those systems will be the focus of initial architecture activities. In the longer term, the development of complete regional architecture flows will assure all systems evaluated in the Deployment Tracking Survey will be more effectively integrated. Completion of the architecture can be expected to facilitate future deployment of ITS and therefore it will be beneficial in helping to meet the deployment levels targeted in the Survey's summary deployment indicator chart (see following page).

It is the intention of regional ITS "champions" that development of the regional architecture will continue after the proposed Tier I/Tier II workshops. The actual level of effort needed to complete the architecture will be determined as a result of the workshops. It is believed that regional "champions" will be able to do this in-house, aided by the Turbo Architecture software, convening additional TAC workshops as needed. Following Tier II, the stakeholders will also evaluate whether additional workshop support from the National Architecture Team may be appropriate. If so, that support will be sought thru the Peer-To-Peer program. If it is determined that a higher level of effort is required to manage this activity, a consultant may be hired by one of the stakeholders.

Rochester

Summary Indicators*

Data as of December 2, 1999



* Indicators are single surrogates that do not necessarily reflect the full breath of ITS deployment activity

** Deployment opportunity reflects potential totals that do not necessarily reflect actual need

SERVICE PLAN GOALS

	High-Priority Regional Goals	FHWA/FTA Service Plan Goals (Opportunities to Enhance or Assist In Achieving the Regional Goals)	Ranking of Service Plan Goals (1 - High)
Infrastructure Deployment	<i>Design and construct the new Airport/Transportation Operations Center (A/TOC), including the earmark project ITS 4ITV(004).</i>	<i>Facilitate the completion of a regional architecture update to enhance design and development efficiencies for the A/TOC.</i>	<i>1</i>
	<i>Implement the first deployment phase of the Advanced Transportation Management System (ATMS), including the earmark project ITS 9736(301).</i>	<i>Facilitate the completion of a regional architecture update to enhance design and development activities for the ATMS, for which central control is to be housed within the A/TOC.</i>	<i>1</i>
	<i>Complete Monroe County's Computerized Signal System (CSS) upgrade.</i>	<i>Facilitate the completion of a regional architecture update to enhance design and development activities for the CSS, for which central control will be housed within the A/TOC.</i>	<i>1</i>
Integration	<i>Update the regional architecture found in the IMAGE report, March 1996, to include development to the architectural flow level.</i>	<i>Facilitate the completion of a regional architecture update to support the above noted near term deployment activities.</i>	<i>1</i>
Institutional Arrangement s	<i>Coordinate the deployment and operation of various ITS elements found in the IMAGE strategic plan. Update that plan to reflect current thinking and agreements of the stakeholders.</i>	<i>Facilitate the completion of a regional architecture update, through which discussions between stakeholders may flesh out the latest deployment and operation scenarios.</i>	<i>1</i>
Others			

SERVICE PLAN ACTIONS

Service Plan Goal:

(1) *Facilitate the completion of a regional architecture update.*

Set of Service Plan Actions (Bundles)	Service Plan Funds	Partner Funds/Resources	Time Frame For Implementation
FY00 Activities:			
<i>Coordinate with NYSDOT and Genesee Transportation Council (GTC) representatives to develop interest and support among stakeholders for updating the regional architecture.</i>	<i>No Cost</i>		<i>Completed 12/99</i>
<i>Coordinate and conduct a Tier I Architecture Workshop to enhance understanding of integration opportunities and begin the steps necessary for developing an updated regional architecture, to the architectural flow level.</i>	<i>No Cost</i>	<i>National ITS Architecture Team. Facilities provided by NYSDOT at no cost.</i>	<i>1/25/2000</i>
<i>Participate in intermediate workshops to develop advance materials needed by the Architecture Team. Focus of these initial activities will be on the near term deployment plans centered around the A/TOC project.</i>	<i>No Cost</i>	<i>Regional ITS Technical Advisory Committee</i>	<i>2/2000</i>
<i>Coordinate and conduct a Tier II Workshop to initiate development of an updated architecture. The intent of this Tier II activity is to lay the groundwork for a complete regional architecture update by completing a partial architecture focused around proposed functions housed at the A/TOC.</i>	<i>\$20,000</i>	<i>National ITS Architecture Team. Facilities provided by NYSDOT at no cost.</i>	<i>4/25, 26, 27/2000</i>
<i>A Turbo Architecture software package will be provided, as part of the Tier II workshop, to facilitate documentation of continued architecture development activities by the regional stakeholders. A second Turbo package will be provided to allow concurrent documentation work by more than one stakeholder.</i>	<i>\$1,000</i>	<i>Cost to complete will be determined and financed by the regional stakeholders.</i>	<i>5/2000</i>
FY2000 (December 31, 1999 Submission) TOTAL	\$21,000		

