MEMORANDUM

TO: Genesee Transportation Council Members & Alternates

FROM: James Stack, Executive Director JS

DATE: February 20, 2025

SUBJECT: Accepting reports as evidence of completion of UPWP Tasks / Proposed Resolutions 25-02, 25-03, 25-05, and 25-06

The following items are provided for your consideration:

1. **Proposed Resolution 25-02** (Accepting the *Greater Rochester Transportation Management Association Feasibility Study* as evidence of completion of UPWP Task 8542) and the **Executive Summary** of the project.

2. **Proposed Resolution 25-03** (Accepting the *Genesee-Finger Lakes Regional Freight Plan Update* evidence of completion of UPWP Task 8611) and the **Executive Summary** of the project.

3. **Proposed Resolution 25-05** (Accepting the *Genesee-Finger Lakes Regional Land Use Monitoring Report 2023* as evidence of completion of UPWP Task 4220) and the **Executive Summary** of the project.

4. **Proposed Resolution 25-06** (Accepting the *Monroe County Traffic Signal Preemption Study* as evidence of completion of UPWP Task 5904) and the **Executive Summary** of the project.

Recommended Action:
Approve proposed Resolutions 25-02, 25-03, 25-05, and 25-06.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 25-02 Accepting the *Transportation Management Association Feasibility Study Final Report* as evidence of completion of UPWP Task 8542

WHEREAS,

1. The *FY 2024-2025 Unified Planning Work Program* includes Task 8542, Greater Rochester Transportation Management Association Feasibility Study, for the purpose of exploring the feasibility of establishing a Transportation Management Association (TMA) for the Greater Rochester metropolitan area;

2. Said Task identified current challenges regarding access to employment and job training sites in the Greater Rochester metropolitan area; documented the unmet workforce transportation needs that a TMA could address; developed a multi-year work plan that identifies the specific actions and resources required to establish and operate a TMA, including potential funding sources, membership fee options, organizational structure and roles, operating expenses, and performance measures; and identified a timeline to guide stakeholders in establishing a TMA;

3. Said Task has been completed and has resulted in the *Transportation Management Association Feasibility Study Final Report,* which provides guidance for the implementation of a Transportation Management Association serving the Greater Rochester area; and

4. Said Report has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the *Transportation Management Association Feasibility Study Final Report* as evidence of completion of UPWP Task 8542; and

2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on February 27, 2025.

Date _____

_____

CHRISTOPHER T. REEVE, Secretary
Genesee Transportation Council

TMA Feasibility Study – Executive Summary

Since 2015, various initiatives in the Genesee-Finger Lakes Region of Upstate New York have analyzed the workforce transportation needs of the Greater Rochester community. The Rochester-Monroe Anti-Poverty Initiative (RMAPI), a community-wide coalition focused on breaking the cycle of poverty, identified a lack of transportation opportunities to employment centers and job training sites as one of the eight key drivers of poverty. RMAPI's work also identified the need to create a strategy to coordinate regional planning and decision-making efforts for improving mobility connections to employment and job training sites. In response to this need, the Genesee Transportation Council (GTC), the Metropolitan Planning Organization (MPO) for the Greater Rochester area, initiated a feasibility study to investigate establishing a Transportation Management Association (TMA).

The purpose of this project was to investigate whether a TMA could address transportation barriers limiting access to employment and job training opportunities across the Greater Rochester area. This project investigated whether a TMA, a public-private partnership supported by regional stakeholders, could coordinate mobility options to reduce these barriers. Based on research including community stakeholder engagement, an inventory of existing and planned conditions, and an assessment of commuter needs, this study determined that the Greater Rochester area would greatly benefit from the establishment of a TMA.

Stakeholder engagement was the foundation of this project to ensure a broad perspective on the current mobility landscape and input on potential TMA service models. This included a cohort of Project Advisory Committee (PAC) members who provided guidance, technical input, and feedback throughout the feasibility study development process, ensuring that the project aligned with regional transportation goals and reflected the needs of diverse stakeholders. Stakeholder engagement also included a survey sent to area organizations, municipal agencies, and employers and to collect input on several questions that assessed these organizations' take on the public's awareness of transportation options, employers' support for transportation benefits or incentives, and ideas for services or strategies to improve transportation planning and services that support increased access to and from worksite or job training sites. Finally, four focus groups were conducted to delve deeper into the survey responses and understand specific perspectives with Human Services Providers, Transportation Planners, Service Providers, and Regional Employers.

Results from the inventory of existing and planned conditions determined that current transportation alternatives for commuters in the Greater Rochester region are limited and in need of expansion. The alternatives are especially lacking in suburban areas outside the City of Rochester where many employment and job training sites are located. Various employers, job placing organizations, private companies, and municipalities have tried to fill the gap by offering private rideshare programs, private vanpool programs, carshare and shared mobility services, and improving non-motorized transportation infrastructure. Congestion and parking challenges have also led employers to introduce their own self-funded strategies to combat these issues, with incentives like transit subsidies, employer-provided guaranteed ride home programs, and campus shuttles. However, this hodgepodge of strategies is an incoherent approach that provides

alternatives only to a portion of the commuting population. A TMA would provide the community with an organized group that could systematically apply carefully selected strategies or services to facilitate the movement of people within the region. TMAs typically advance and implement transportation demand management (TDM) programs, policies, and services for a specified bounded area and prioritize supporting people getting to and from work.

Furthermore, a TMA would be able to apply many of the strategies that were identified in the needs assessment that followed the inventory research. These potential strategies include opportunities for expanding shared mobility services beyond the City of Rochester, providing last-mile connections from existing transit lines to job locations that are not within walking distance, developing a region-wide vanpool program that could serve worksite locations instead of just individual employers, and coordinating with employers to identify employee transportation needs and efficiently provide regionwide services to address those needs.

The conclusion of this feasibility study provides recommended actions that a TMA could undertake in its first years of operation. These actions fall under six initiatives:

1. Formalize the organization and administration of the TMA
2. Secure funding for the program
3. Establish the membership of the TMA
4. Develop and operate the services of the TMA
5. Expand awareness of the TMA
6. Monitor and evaluate performance of the TMA

In each year, the specific actions under each initiative may vary as the TMA becomes more established and its services expand to support more workers.

In this Final Report, a path to TMA formation is provided, documenting actions that could be taken any time following the conclusion of this project. The path to TMA formation steps are as follows:

1. Establish TMA formation working group and reach out to other regional stakeholders and business owners to spread awareness of the effort
2. Identify a Champion to push the momentum of TMA formation efforts
3. Create a Steering Committee
4. Define and finalize TMA Structure, including final hosting recommendation
5. Identify and recruit or contract out key positions or roles
6. Establish the TMA's Governance Structure and Roles
7. Secure TMA Board of Directors

Each step on this path focuses on fostering collaboration among TMA stakeholders, ensuring alignment with community needs, and laying the groundwork for sustainable operations. With a committed leadership team, a clear governance structure, and active engagement from the public and private sectors, the TMA can become a transformative initiative, improving access to employment and advancing regional transportation equity. This feasibility study serves as the starting point, guiding the region toward a more connected and accessible future.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 25-03 Accepting the *Genesee-Finger Lakes Regional Freight Plan Update* as evidence of completion of UPWP Task 8611

WHEREAS,

1. The *FY 2024-2025 Unified Planning Work Program* includes Task 8611, Genesee-Finger Lakes Regional Freight Plan Update, for the purpose of updating the 2012 *Transportation Strategies for Freight and Goods Movement in the Genesee-Finger Lakes Region* (Regional Goods Movement Strategy);

2. Said Task included a comprehensive review of regional socioeconomic trends and freight industry trends; developed a regional freight system profile including highway, bridge, rail, pipeline, air, and water modes; projected freight volumes to horizon year 2050 to align with the next long range transportation plan update; conducted a freight system condition and needs assessment; held an initial round of public outreach; prepared a strengths, opportunities, weaknesses, and threats analysis; categorized regional freight needs by the Long Range Transportation Plan 2045 recommendation subtypes; conducted extensive stakeholder interviews to vet needs and draft strategies; held a final public meeting; and lastly developed strategies for collaboration, operations and maintenance, planning, and system investment along with a list of implementation considerations;

3. Said Task has been completed and has resulted in the *Genesee-Finger Lakes Freight Plan Update,* which provides a strategy direction for the regional transportation system that supports economic growth while addressing the specific needs and challenges of freight movement in the region; and

4. Said Plan has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the *Genesee-Finger Lakes Freight Plan Update* as evidence of completion of UPWP Task 8611; and

2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on February 27, 2025.

Date _____ _____

CHRISTOPHER T. REEVE, Secretary
Genesee Transportation Council

Executive Summary

The Genesee Transportation Council (GTC) serves as the designated Metropolitan Planning Organization (MPO) for the nine-county Genesee-Finger Lakes region in New York, which includes Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates counties. GTC's primary responsibility is to guide transportation planning and investment decisions in the region. It coordinates efforts among local, state, and federal agencies, collaborates on project selection, and oversees transportation management. To ensure alignment with regional economic and social goals, GTC regularly engages key stakeholders and the public in its planning processes.

The Genesee-Finger Lakes Regional Freight Plan builds on other key planning efforts in the region and across New York State, setting a course for a regional transportation system that supports economic growth while addressing the specific needs and challenges of freight movement in the region.

Why Conduct a Regional Freight Plan?

This GTC region boasts a diverse and vital freight landscape, integral to both the regional and statewide economy. Key industries such as agriculture—particularly dairy, fruits, and wine production—and manufacturing, including food processing and advanced technologies, generate significant freight traffic. These industries, along with other businesses, depend on the regional freight system to remain competitive and support growth. Freight-dependent industries account for nearly a third of the regional workforce and about a quarter of its annual economic output.

Freight is vital to the region's economic success, as efficient freight transportation directly impacts competitiveness and growth.

A comprehensive understanding of multimodal freight flows, critical corridors, and infrastructure needs is essential to guide transportation investments, promote sustainable and reliable goods movement, minimize adverse community impacts, and align regional priorities with state and national freight goals.

Traditionally, GTC has assessed transportation infrastructure performance across four key areas: safety, mobility, condition, and environmental impact. This Regional Freight Plan adopts a modal approach to evaluate the region's freight system performance in each area, utilizing data from state, regional, and national sources. These focus areas are also aligned with the long-term goals and objectives outlined in GTC's Long Range Transportation Plan (LRTP) 2045. To ensure consistency, the needs assessment and strategy recommendations in this freight plan are also designed to align with the LRTP 2045 strategy areas: Health and Safety, Access and Equity, System Management and Maintenance, Sustainability and Resiliency, and Economic Development.

What Are the Key Freight System Assets and Operations in the GTC Region?

The GTC region's transportation system supports a wide range of goods movement across multiple modes, including trucking, rail, air, and pipelines. The region is also served by the Erie Canal, used for moving freight to, from, and through the GTC region. While there is no intermodal facility within the region, nearby hubs in Buffalo and Syracuse meet its needs for freight transfers between modes.

Figure 1 shows the region's multimodal freight transportation system. In 2021, this system handled over 400 million tons of goods, worth over $440 billion, with passthrough freight making up the majority of flows. Trucks move the majority of freight by both volume and value, while rail and air modes account for smaller shares. By 2050, trucking's value share is expected to rise, while rail will see a significant increase in terms of freight volumes

The GTC region primarily relies on road and rail networks for transporting goods within and beyond the region, with both modes projected to see significant increases in volume and value by 2050.

The GTC region's key trading partners for both inbound and outbound trade include the rest of New York State and nearby states like Pennsylvania. Bulk materials, such as scrap metal and grain, are primarily transported by truck, rail, and maritime modes, while air freight is used mainly for smaller packages and mixed shipments. Additionally, the region is home to six petroleum and natural gas terminals connected to the regional pipeline system.

Key commodities for inbound trade included waste and scrap, while outbound trade focused on agricultural products and chemicals. The specific modes used reflected the nature of the goods and the region's diverse freight network.

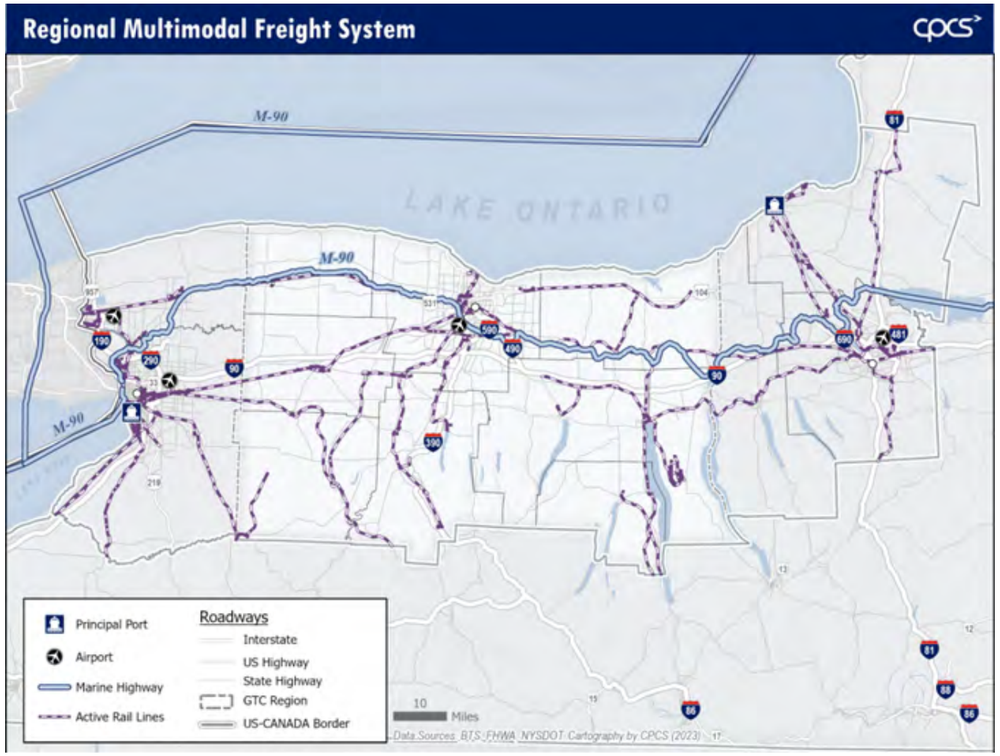

Figure 1: Regional Multimodal Freight System

What Are the Current and Future Freight Needs in the Region?

In-depth data analysis and stakeholder engagement—through consultations, an online map survey, a public meeting, and steering committee discussions—revealed current and emerging freight needs across the region. These needs summarized in Figure 2, are organized under the key strategy areas of the LRTP 2045, providing a clear framework for addressing freight challenges while aligning with GTC's long-term investment and development objectives.

What Are the Ongoing and Future Trends That Can Impact the Regional Freight System and Operations?

Recent business investments and socioeconomic trends position the GTC region for growth in freight-dependent sectors:

- **Population Growth:** Monroe and Ontario Counties, the region's most populous, are expected to grow in population over the coming years, presenting economic opportunities while also increasing demand for goods. Without strategic investments in the transportation system, this level of growth can lead to traffic congestion and last-mile delivery challenges, and infrastructure strain.
- **Freight-Dependent Industry Competitiveness:** Industries like utilities, transportation, warehousing, mining, agriculture, manufacturing, and retail/wholesale trade have seen increased competitiveness in the last decade. While this growth drives economic productivity, it also creates challenges for infrastructure, skilled workforce access, and the need to balance goods movement efficiency with environmental concerns.
- **E-Commerce Expansion:** While employment in wholesale and retail trade remains steady, e-commerce is rapidly expanding, as reflected in rising online spending trends. This growth will heighten the demand for efficient first- and last-mile delivery, creating challenges in balancing the needs of delivery trucks with those of local communities.
- **Industrial Investments:** Significant manufacturing sectors, such as optics and photonics, food production, and advanced technology, continue to grow with recent investments like the $650 million Fairlife facility in Monroe County. These developments will further impact and leverage the region's freight infrastructure and capacity, signaling ongoing and future freight investment needs across sectors.

This Regional Freight Plan outlines the current and future needs of the regional freight transportation system, guiding GTC's strategic planning and aligning the region's long-term goals with anticipated market trends and evolving consumer behavior.

What Are the Strategies to Improve the Regional Freight System and Operations?

Previous freight planning efforts established a foundation for structured freight planning and investment in the GTC region. Building on this foundation, the recommendations in this updated Regional Freight Plan include relevant previously established strategies as well as additional initiatives developed to address current and future needs.

This Regional Freight Plan introduces new initiatives and incorporates established strategies to address the GTC region's evolving freight needs

Strategies aligned with the LRTP 2045 focus areas are shown in Figure 3, with detailed explanations provided in the final chapter of this Plan.

Recommended strategies are also shown in Figure 3, with detailed explanations provided in the final chapter of this Plan.

Figure 2: Regional Needs Summary by LRTP Theme

Strategy Area	Strategies
Collaboration Strategies	FS01: Continue and strengthen the collaboration and coordination with public and private freight stakeholders to facilitate effective project identification, funding, and delivery
	FS02: Explore and encourage public-private partnership opportunities to address freight investment needs.
	FS03: Support training and development programs to enhance access to labor supply for key freight-reliant industries
	FS04: Advance the LRTP's regional sustainability goals and strategies to reduce freight's impact on the natural and lived environment.
	FS05: Collaborate with local and regional partners to identify and support projects that address the lack of utilities where infrastructure gaps are a barrier to logistics development.
	FS06: Provide technical assistance, training, and other resources to support the design and implementation of freight-specific zoning decisions.
	FS07: Support the development and implementation of comprehensive freight attraction and retention programs to position the region as a premier logistics hub and manufacturing center.
Operations and Maintenance Strategies	FS08: Improve first/last-mile rail access to major freight facilities.
	FS09: Preserve the right of way and make necessary infrastructure improvements to reinstate rail service along inactive lines, with higher priority given to lines where potential new customers have been identified.
	FS10: Improve roadway first/last-mile access to major freight facilities.
	FS11: Adopt a targeted regional approach to advance freight technologies that enhance efficiency, reliability, and sustainability.
	FS12: Monitor the operational performance of major freight corridors at congestion hotspots and implement freight-specific congestion management strategies to keep major freight corridors congestion-free.
	FS13: Ensure adequate curbside accommodations for commercial deliveries in urban areas while also enabling the safe operation of transit, shared mobility, and private transportation services in these areas.
Planning Strategies	FS14: Reduce the impact of natural hazards and disruptions to improve the resilience of the freight transportation system.
	FS15: Investigate the feasibility of developing a multimodal logistics center or "freight village" within the region.
	FS16: Identify and address immediate safety and operational needs of local streets that serve through freight traffic.
	FS17: Expand tandem trailer access across the region along roadways that can safely accommodate them.
	FS18: Provide multimodal transportation connections to freight-reliant industry businesses not currently well-served by transit.
	FS19: Enhance airport planning integration into regional transportation planning .
System Investment Strategies	FS20: Identify and support the implementation of projects to mitigate the noise, vibration, and emissions-related impacts of freight movement.
	FS21: Address low-clearance and weight-restricted bridges on major highway freight corridors.
	FS22: Support implementation of highway project recommendations to address mobility and safety challenges on major regional freight corridors.
	FS23: Identify and implement safety improvements along highways with major truck crash hotspots.
	FS24: Enhance truck parking capacity and availability information across the region.
	FS25: Maintain and modernize railroad infrastructure to increase overall capacity and viability of short line railroads.
	FS26: Maintain and modernize key Freight Routes identified in the LRTP and analyzed in the Regional Freight Plan.

Figure 3 - Regional Freight Strategy Recommendations
Source - CPCS, 2024

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 25-05 Accepting the *Genesee-Finger Lakes Regional Land Use Monitoring Report (2023)* as evidence of completion of UPWP Task 4220

WHEREAS,

1. The *FY 2024-2025 Unified Planning Work Program* includes Task 4220, Regional Land Use Monitoring, for the purpose of documenting land use and development trends in the Genesee-Finger Lakes Region for use by GTC, member agencies, and others;

2. Said Task included inventorying and analyzing the number of new building permits issued in 2023 for residential, industrial, commercial, and community service developments, total square footage, and total value of new buildings for each municipality within the Genesee-Finger Lakes Region;

3. Said Task has been completed and has resulted in the *Genesee-Finger Lakes Regional Land Use Monitoring Report (2023)* which includes a time series analysis of development in the Genesee-Finger Lakes Region; and

4. Said Report has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the *Genesee-Finger Lakes Regional Land Use Monitoring Report (2023)* as evidence of completion of UPWP Task 4220; and

2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on February 27, 2025.

Date _____

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CHRISTOPHER T. REEVE, Secretary
Genesee Transportation Council

Regional Land Use Monitoring Report (2023)
UPWP Task #4220

Executive Summary

Project Purpose:

The Genesee Transportation Council (GTC) provides annual funding for the *Regional Land Use Monitoring Report* under its Unified Planning Work Program. This report provides information on the issuance of building permits in 2023 to identify areas of growth within the Genesee-Finger Lakes Region (G-FL Region) that might require transportation planning and service modifications.

The G-FL Region contains Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates Counties. The report analyzes the number of permits issued, total square footage, and the total value of buildings for each municipality within the region as well as within the Metropolitan Planning Area (MPA). The MPA includes Monroe County and the adjacent developed areas of Livingston, Ontario, and Wayne counties. The analysis looks at the following categories and respective subcategories: "residential" (single-family, two-family, three or four-family, five-or-more family, mobile/manufactured homes); "industrial;" "commercial;" "community service;" "mixed-use;" and "not elsewhere classified."

A five-year trend analysis is provided for permitted residential units in all nine counties; industrial, commercial, and community service building permits are analyzed over the five years as well. In addition, a 10-year time series (historical trend) analysis is provided for residential, industrial, and commercial development in the MPA.

Project Methodology:

The building permit data included in this report was collected through surveys sent to the municipal or county officials responsible for the collection and dissemination of such data in the nine counties. In six counties, these officials were, in most municipalities, the code or zoning enforcement officers. In some cases, they were municipal clerks. In Seneca and Wyoming Counties, building permit application approval and inspection are the responsibility of the respective county building departments. Those two departments provided the data for their counties. The Monroe County Planning and Development Department's Division of Planning administered the surveys, received the responses from municipal officials in the County, and forwarded the data to the Genesee/Finger Lakes Regional Planning Council.

Surveys were distributed in January of 2024 asking for the requested data. The initial survey was followed up with some reminder e-mails along with a telephone reminder to those municipalities that had yet to respond. Complete data was collected for 141 of 188 municipalities in the nine-county G-FL Region. Having an 75% response rate, G/FLRPC looked for alternate sources to infill the data requested. There are two databases that generally cover many of the same Residential categories. These are the US Census Bureau Building Permit Surveys and NYS DOS Uniform Code Annual Report. Census Building Permit Survey data was used as a second option to the G/FLRPC survey, as it aligns with the G/FLRPC

residential categories. The NYS DOS Uniform Code data was used as a third option to get data in.

Analysis Overview:

The highest number of reported residential permits in the G-FL Region in 2023 was in the Town of Penfield (164) and followed by the Towns of Greece (92), Webster (75), Farmington (54) and Victor (52). The highest number of residential permitted units in the G-FL Region was in the Town of Penfield (272), followed by the Towns of Farmington (122), Webster (103), Greece (92), and Perinton (79).

The total number of single-family homes permitted across the G-FL region in 2023 was 1,176 with the total number of multi-family home permits at 118 accounting for 630 units. The towns of Penfield (157), Greece (92), and Victor (52) were the towns permitting the highest number of single-family homes. The towns of Webster (28 permits, 56 units), Farmington (14 permits, 82 units), and Le Roy (10 permits, 20 units) have the highest number of multi-family permits, while the towns of Penfield (7 permits, 115 units), Farmington (14 permits, 82 units) and Perinton (1 permit, 76 units) have the highest number of permitted multi-family units.

Over the past 10 years (2014-2023), the majority of residential units permitted in the MPA have been in Monroe County, the most being in the Town of Henrietta (2,224), the City of Rochester (2,167), and the Towns of Webster (1,507) and Penfield (1,475). In the MPA outside of Monroe County, the Town of Farmington (Ontario) (1,211) has the next highest with the Town of Victor (Ontario) (762), and the Town of Canandaigua (Ontario) (633) reporting permits for the largest number of residential units over the same ten-year time frame.

The top-ranking municipalities reporting permits issued for Industrial Buildings in the MPA in 2023 are the Town of Wheatland, Monroe County, with three (3), the Town of Williamson, Wayne County, with two (2) permits, and the Town of Chili, Monroe County, with two (2) permits. There were only 12 municipalities that reported Industrial Building permits out of 56 municipalities in the MPA area in 2023. Outside the MPA, the Town of Bergen, Genesee County, reported the most industrial permits issuing three (3) in 2023 and the Town of Groveland, Livingston County, issued two permits.

The top-ranking municipalities reporting permits issued for Commercial Buildings in the MPA in 2023 are the Town of Greece, Monroe County, with 18 permits, the Towns of Gates, Monroe County, with 15, Farmington, Ontario County with nine (9), and the City of Canandaigua, Ontario County, with eight (8), and the Town of Gorham, Ontario County, with eight (8). Outside the MPA, the Town of Phelps in Ontario County issued seven (7) commercial building permits.

The data on permitted building activity and demolition tables are provided in appendices at the end of the report. The report and appendices also cover a “mixed use” permit category, rezoning/conversion applications alongside subdivisions, and remodel/upgrade permits. Overall, the report serves as an information resource for GTC and others to view and analyze

permit activity in the G-FL Region to identify potential growth areas and anticipate increased transportation needs.

Products:

1. Updated database and GIS coverage of building permits issued in the region
2. Report on building permits issued in the G-FL Region in 2023

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 25-06 Accepting the *Monroe County Traffic Signal Preemption Study* as evidence of completion of UPWP Task 5904

WHEREAS,

1. The *FY 2024-2025 Unified Planning Work Program* includes Task 5904, Monroe County Traffic Signal Preemption Study, for the purpose of investigating the future implementation of hardware and software that will enable upgrades and deployment of cellular/Global Positioning System (GPS) Emergency Vehicle Preemption (EVP) and Transit Signal Priority (TSP) at Monroe County traffic signals;

2. Said Task identified the benefits of improving and expanding EVP and TSP services in Monroe County; documented national best practices; identified priority corridors for advanced EVP and TSP deployment; developed a business concept that articulated agency roles and responsibilities for expanded EVP and TSP services; documented ongoing operation and maintenance requirements for enhanced EVP and TSP capabilities; and developed estimated implementation costs and return on investment benefits;

3. Said Task has been completed and has resulted in the *Monroe County Traffic Signal Preemption Study,* which provides guidance for the deployment of a cloud-based EVP and TSP system at Monroe County traffic signals; and

4. Said Report has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the *Monroe County Traffic Signal Preemption Study* as evidence of completion of UPWP Task 5904; and

2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on February 27, 2025.

Date _____

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CHRISTOPHER T. REEVE, Secretary
Genesee Transportation Council

A.

Executive Summary

The Monroe County Department of Transportation (MCDOT) currently operates and maintains an existing robust Emergency Vehicle Preemption (EVP) system at 403 signal locations utilizing optical IR preemption capable of both high and low priority.

The existing system however is not capable of providing conditional priority (i.e. who receives priority is multiple equipped vehicles arrive at an intersection at the same time) which would better manage traffic operations with a future TSP system.

In addition, the current IR system does not provide central metrics to evaluate the effectiveness of the preemption system, and adding additional vehicles or signals to the system requires additional equipment investments. As such, MCDOT is evaluating a centrally managed cloud-based system to improve safety and more efficiently manage traffic operations with as minimal equipment possible in the cabinet or roadside to minimize legacy maintenance needs. Any future system must also be capable of maintaining the legacy equipment's operations during the new system.

The following agencies are anticipated to participate in a future system:

- Monroe County Department of Transportation (MCDOT)
- New York State Department of Transportation (NYSDOT), Region 4
- Rochester Fire Department (RFD) including American Medical Response (AMR)
- Regional Transit Service (RTS)

The agencies involved are responsible for either traffic signal infrastructure or emergency and transit services responsible for a variety of assets necessary for the future EVP and TSP systems. Each agency's existing responsibilities, assets, and priorities for future systems are summarized in Table 1 below.

TABLE 1
Agency Summary

Agency	Existing Assets	Current Responsibilities	Priorities/Requirements for Future Systems
MCDOT	• 630 Traffic Signals within Monroe County • GTT Opticom Optical • Econolite ASC/3 or Cobalt controllers with associated firmware	• Maintain traffic signal infrastructure. • Maintain existing Opticom Optical system roadside through agreement with RFD.	• Maintain existing EVP during transition. • Balance traffic operations during and following preemption events. • Ease to add new users and provide data analytics from central platform to users. • Minimize necessary equipment on County infrastructure.
NYSDOT	• 459 Traffic Signals within Monroe County • GTT Opticom Optical • 2070 Controllers with Cubic/ Trafficware Firmware	• Maintain NYSDOT traffic signal infrastructure. • Test and approve equipment to be allowed within NYSDOT traffic signals.	• Maintain existing EVP during transition. • Preemption feature with any NYSDOT approved emitter. • Preference for an edge device to limit direct connection to the controller.
RFD	• 54 Vehicles in fleet • GTT Opticom 700 Series Emitters • Hexagon CAD with Cradlepoint or Sierra Wireless modem	• Maintain existing EVP emitters on vehicles. • Maintain CAD/AVL system	• Expand to include AMR. • Ability for the future system to bypass existing computer-aided dispatch (CAD) system. • Desire for future ability to provide feedback to the vehicle regarding preemption status.
AMR	• 60 Vehicles in fleet operating within the City of Rochester • Zoll Rescuenet CAD with Cradlepoint or Sierra Wireless modem	• Maintain CAD/AVL system. • (No existing EVP capabilities on MCDOT signals)	• Inclusion in future EVP system.
RTS	• 180 Buses in fleet • Conduent IVU-4000 system over cellular wireless modems	• Provide on time performance for bus routes. • Maintain CAD/AVL system. • (No existing EVP capabilities on MCDOT signals)	• Inclusion in future TSP system. • Any necessary vehicle equipment must be provided for the entire bus fleet.

The data and experience of RFD, AMR, and RTS were combined to develop a list of priority corridors that would benefit all agencies for an initial deployment of a combined EVP and TSP system. The West Main Street, Dewey Avenue, and Lake Avenue corridors were selected for priority deployment. These corridors were determined to best demonstrate the feasibility of cloud-based TSP and EVP while providing substantial benefit to the surrounding community relying heavily on existing RTS service. The three priority routes combined have approximately 15 percent of the City's population residing on adjacent census tracts expanding access to improved transit services to a high portion of the City's population on initial implementation. In addition, these corridors focus efforts on underserved communities largely majority-minority areas considered disadvantaged furthering MCDOT's goal of improving transportation equity. Approximately 27 to 43 percent of housing units adjacent to the corridor are without a vehicle and have a higher demand for public transit to work, averaging approximately 10 to 20 percent of residents. With the percentage of zero-car households exceeding the current public transit demand, there is a demonstrated potential for increased ridership along the corridors. Furthermore, transit projects have been found to increase nearby property values by 30 to 40 percent, a notable potential benefit to the surrounding community.

A key infrastructure concern for a future cloud-based system based on the existing inventory is the polling rates of the existing CAD/AVL solutions provided by RTS and

RFD. The latency of wireless communication has the potential to limit the response time of the traffic signal infrastructure to respond to an emergency vehicle. Based on these concerns, further evaluation of a cloud-based solution with regard to latency is desired to demonstrate proof of concept for EVP while maintaining the existing legacy IR system for RFD. As a TSP call is a lower priority and could likely operate sufficiently with the existing polling rates, a wireless-only cloud-based system for TSP to allow for less infrastructure needed for the buses is recommended.

For the purposes of developing estimated costs, preliminary budgets were solicited from three vendors meeting the initial system requirements as identified through the inventory of existing conditions, including the priorities and requirements identified above. Although both vendors have different fee structures, the total capital and operational costs over the 10-year projected lifecycle of the project were similar at approximately $1.5 million. Administrative costs are anticipated to be approximately $1.3 million to support the staffing and consulting needs for each stakeholder.

The results of the Benefit Cost Analysis (BCA) indicate that the deployment of TSP would provide a significant, positive 10-year Return on Investment (ROI) for all three corridors, ranging from 231 to 2,615 percent. The West Main Street corridor is projected to have the highest 10-year ROI as multiple bus routes serve the corridor. As the analysis uses case studies of documented benefits of TSP to determine ROI, these findings should be validated once TSP has been deployed on each corridor and actual metrics of improvements to travel time and reliability have been collected specific to Monroe County.