

**NEW YORK STATE**

**INTELLIGENT**

**TRANSPORTATION SYSTEM**

**COMMERCIAL VEHICLE**

**OPERATIONS (CVO)**

**BUSINESS PLAN**

Prepared by the Passenger and Freight Safety Division  
New York State Department of Transportation

July, 1998

## **EXECUTIVE SUMMARY**

The purpose of this Business Plan is to describe the major Intelligent Transportation System (ITS) initiatives and projects in the area of Commercial Vehicle Operations (CVO) that have recently been or are planned to be undertaken in New York State by the end of this century.

Chapter 1 described the establishment of an Interagency Motor Carrier Credentialing and Safety Task Force, comprised of the 5 primary New York State agencies that have day-to-day responsibilities for overseeing carrier compliance and safety. The chief executives of these agencies entered into a Memorandum of Understanding (MOU) in Spring of 1997 that called for the formation of this Task Force and cooperative efforts to improve motor carrier service, compliance and safety. The MOU called for the development of this Business Plan.

Chapter 2 describes the process used by the Interagency Task Force to develop this Business Plan. Specifically, it describes the coordination efforts that have been undertaken, the Task Force's development of funding requests for the I-95 Corridor Coalition's Field Operation Tests (FOTs), and the initial outreach to the motor carrier industry. Finally, it notes that New York is very interested in being designated a CVISN (Commercial Vehicle Information Systems and Networks) state by FHWA.

Chapter 3 describes current and ongoing ITS CVO efforts in New York State. Specifically, the present motor carrier responsibilities of each agency are described, along with key ITS CVO efforts underway, as well as unique opportunities and efforts to build upon.

Chapter 4 describes New York's strategic overview of ITS CVO. Specifically, it contains a mission statement for the Business Plan, guiding principles for ITS CVO deployment, as well as a set of performance-based goals and objectives for undertaking a series of ITS CVO deployment projects .

Chapter 5 lists the specific program of projects that the Business Plan envisioned to be advanced in New York State by the end of the decade. A total of 15 specific projects are identified (Detailed descriptions are contained in various Appendices). Of the total projects, 8 are presently funded and resources are desired to permit the balance of the envisioned projects to be progressed. Also identified is the process that will be used to involve the motor carrier industry and the anticipated cycle for updating the Business Plan.

Chapter 6 identifies the key ITS CVO contact persons for each of the five agencies involved in the development of the ITS CVO Business Plan, as well as the contact persons for the key statewide motor carrier associations that are involved in this effort .

## 1.0 INTRODUCTION

In the Spring of 1997, the Chief Executive Officers of five New York State agencies having direct responsibility for one or more motor carrier programs entered into a Memorandum of Understanding to work cooperatively on a broad range of interagency commercial vehicle safety and credential initiatives (See APPENDIX A). The five agencies are:

- \* New York State Department of Transportation (NYSDOT)
- \* New York State Department of Motor Vehicles (NYSDMV)
- \* New York State Department of Taxation and Finance (NYST&F)
- \* New York State Police (NYSP)
- \* New York State Thruway Authority (NYSTA)

The purpose of this joint State Intelligent Transportation System (ITS) Commercial Vehicle Operations (CVO) Business Plan is to describe the coordinated, efficient and safe approach to commercial vehicle operations that is being undertaken on an interagency basis by the above five agencies. Specifically, this Business Plan identified key statewide and multi-state ITS/CVO activities and project deployment for the 1997 to 2000 time-frame.

This initial ITS/CVO Business Plan was organized and developed by NYSDOT with the support and assistance from NYSDMV, NYST&F, NYSP and NYSTA. Copies of the draft plan were provided to various representatives of the motor carrier industry within New York State during December, 1997 prior to its finalization. Each of the five agencies encouraged the stakeholders in the motor carrier industry to review the draft document and provide suggestions for improving the initial plan or future updates. Industry suggestions received to date have been reflected in this updated plan version.

The development of this Business Plan was partially supported by a grant from the Federal Highway Administration's (FHWA) ITS/CVO Mainstreaming program. Key portions of this plan are being implemented using financial assistance from FHWA's Motor Carrier Safety Assistance Program (MCSAP), the Eastern State's Motor Carrier Safety Program and I-95 Corridor Coalition ITS-CVO Program. Each of the State agencies is also funding part of these activities out of their own state resources allocated by the Legislature and approved by the Governor.

## 2.0 OVERVIEW OF THE BUSINESS PLANNING PROCESS

This initial State ITS/CVO Business Plan was developed in the following phases:

- \* In the Spring of 1996, the I-95 Corridor Coalition held an introductory ITS/CVO meeting in Philadelphia that was attended by representatives of the five New York State agencies participating in this effort. In addition, representatives from many of the federal and state governmental agencies involved in motor carrier activities, as well as representatives of the motor carrier industry, also attended.
- \* Following this meeting and to compliment on-going state level discussions, staff from the five agencies expressed a willingness to work cooperatively on motor carrier issues.
- \* In the Summer and Fall of 1996, representatives of the five New York State agencies met on several occasions to discuss the potential for undertaking specific joint activities to enhance motor carrier safety and oversight within New York State, including the use of ITS/CVO.
- \* As a result of these discussions and subsequent follow up discussions with the executive management of each the agencies, a decision was made to enter into the Memorandum of Understanding and to formally establish an **Interagency Motor Carrier Credential and Safety Task Force**. The Task Force representatives will facilitate the undertaking of cooperative motor carrier initiatives. Already, each of the agencies were involved in several ITS/CVO effort, such as the I-95 Corridor Coalition CVO program, the Eastern States Motor Carrier Safety Program, the Commercial Vehicle Safety Alliance, and efforts of national associations such as the American Association of State Highway and Transportation Officials (AASHTO), American Association of Motor Vehicle Administrators (AAMVA), International Association of Chiefs of Police ( IACP), etc.
- \* In the Fall of 1996, NYSDOT on behalf of all five agencies submitted an application for \$ 30,000 in FHWA “Mainstreaming” matching funds to

facilitate the ITS/CVO effort. FHWA approved this funding request, which allocates \$ 6,000 to each of the five agencies and requires an equal state match. These funds are primarily intended to permit the agencies to participate in regional and national meetings involving ITS/CVO activities, and to assist in the development of the State ITS/CVO Business Planning Process.

- \* The Task Force was formally created in the Winter of 1997 to develop a strategic view for joint Motor Carrier efforts in the State, including those related to ITS/CVO efforts. Since being formed, the Task Force has met on a number of occasions to identify issues and problems and to discuss the general direction that New York State should pursue with respect to enhancing motor carrier safety and oversight. Additionally, smaller working subcommittees of the Task Force have met to tackle specific issues and initiatives and to develop specific action agendas.
  
- \* In February of 1997, the five agencies developed a series of Field Operational Test (FOT) applications to the I-95 Corridor Coalition's CVO program with respect to the following four areas that FHWA had encouraged the states to participate in via its Commercial Vehicle Information and Safety Network Program (CVISN):
  - o Credentialing
  - o Roadside Safety and Safety Management System
  - o Electronic Screening
  - o Carrier Operations

In June of 1997, New York State officials were formally notified that three of the four proposals were to be fully funded. The three elements to be funded by the I-95 Corridor Coalition form the initial core focus of this ITS/CVO Business Plan, along with the Eastern State's SAFER MAILBOX wireless communication project that is underway in the following seven states: New York, Connecticut, New Jersey, Pennsylvania, Delaware, Maryland, and Virginia.

In the Fall of 1997, NYSDOT drafted the initial version of the ITS CVO Business Plan and forwarded copies to the other members of the Interagency Task Force and key statewide motor carrier associations for review and comment. On December 30,

1997, NYSDOT submitted the initial plan to FHWA for review and comment.

In the Spring of 1998, FHWA provided their review comments to NYSDOT and the other Task Force members as appropriate addressed the suggested comments received from FHWA and the motor carrier industry into this version of the plan.

Specific projects summarized in this initial Business Plan were based on the joint consensus of the Task Force members to address issues and problems in current CVO processes via innovative and cost-effective solutions using technology. Project implementation responsibilities are identified and assigned.

New York is strongly committed to streamlining its motor carrier safety and credential programs in order to enhance safety and improve service to our customers. In the coming years, this initial effort will be adjusted and hopefully expanded based on the suggestions of the motor carrier industry in New York State and the ongoing ITS/CVO efforts of our neighboring states and FHWA.

The members of the New York State Interagency Motor Carrier Credentialing and Safety Task Force are all strongly committed to having New York State be designated by FHWA to participate in the CVISN (Commercial Vehicle Information Systems and Networks) initiative at the earliest possible time. The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) provides the necessary funding to permit FHWA to expand the number of CVISN states. New York State agencies have already participated in the first of the three training courses FHWA has prepared for states wishing to become involved in the CVISN initiative. It is expected that appropriate New York State personnel will participate in the other two courses later this year. Once this training effort is completed, New York will prepare a CVISN project plan that is consistent with FHWA's deployment strategy.

### **3.0 DESCRIPTION OF CVO IN NEW YORK STATE**

This section describes the characteristics of and key issues facing commercial vehicle operations in New York State that impact motor carrier activity, including the magnitude of motor carrier activity and key motor carrier regulatory processes and responsibilities that currently exist.

#### **Current Commercial Vehicle Operations in New York**

As the third most populated state in the nation, New York has an extensive motor carrier industry. Its bus component is the most extensive in the nation, as many public and private bus operators provide extensive local, commuter and/or intercity service throughout most regions of the State. Nearly 1 billion passengers are carried by bus in the state annually by approximately 1,250 passenger carriers. And its trucking industry is responsible for transporting over 80 percent of the goods moved within the state via 16,000 interstate and an estimated 17,000 intrastate trucking carriers. Both are critical to the economic vitality of the state by addressing key mobility needs and moving people and goods efficiently.

It is estimated that there are as many as 33,000 motor carriers based in New York State that operate up to 5 million vehicles with a gross vehicle weight rating in excess of 10,000 pounds. These carriers employ thousands of people within the state.

#### **State Government Oversight of Motor Carriers**

**Carrier Credentialing:** Currently, the following five State agencies are responsible for the credentialing of motor carriers in New York: NYSDOT, NYSDMV, NEST&F, NYSP and NYSTA. The roles of each are identified below.

A. NYS Department of Transportation is responsible for:

- \* issuing intra-state transportation operating authority to motor carriers that transport people and goods for hire;



- \* issuing Single State Registrations to motor carriers that operate in more than one state, as well as to carriers who perform any intrastate service;
- \* monitoring “For Hire” Carriers insurance compliance;
- \* performing semi-annual safety inspections on and issuing inspection decals to all For Hire private passenger and school buses operator in New York State;
- \* performing roadside safety inspections along with State Police on commercial motor vehicles and drivers operating on New York’s public roadways in accordance with the standards of the Commercial Vehicle Safety Alliance (CVSA); as well as issuing CVSA inspection decals to commercial vehicles that pass the North American Level 1 roadside inspection;
- \* performing roadside diesel emission inspections on commercial motor vehicles operating in New York State after June 1, 1999, as well as annual bus diesel emission inspections for vehicles registered in the New York Metropolitan region after June 1, 2000, and
- \* issuing Divisible Load and Special Hauling Permits for oversized and overweight vehicles operating on State highways.

B. NYS Department of Motor Vehicles is responsible for:

- \* issuing driver licenses for commercial vehicles;
- \* issuing commercial vehicle registrations, including International Registration Program credentials to commercial vehicles operating in more than one state;
- \* processing and monitoring the driving qualifications of commercial vehicle drivers under the Article 19-A and B programs;
- \* overseeing the annual heavy duty vehicle inspection program, and

- \* overseeing the annual heavy duty diesel emissions inspection program for trucks registered in the NY Metropolitan region after June 1, 1999.

C. NYS Department of Taxation and Finance is responsible for:

- \* issuing annual credentials to interstate carriers under the International Fuel Tax Agreement (IFTA);
- \* issuing credentials to intrastate and interstate carriers under the Highway Use Tax (HUT) program; and
- \* issuing tax clearance certificates to motor carriers.

D. NYS Thruway Authority is responsible for:

- \* issuing oversize, overweight and tandem permits for motor carriers operating on the Thruway system.

E. NYS Police is responsible for:

- \* performing roadside safety inspections along with NYSDOT on commercial motor vehicles and drivers operating on New York's public roadways in accordance with the standards of the Commercial Vehicle Safety Alliance (CVSA) and issuing CVSA inspection decals to commercial vehicles that pass a Level 1 roadside inspection, and
- \* placing commercial vehicles/drivers out-of-service for significant driver/vehicle safety violations discovered during roadside inspections.

**Motor Carrier Enforcement:** Each of the five state agencies also have a direct role in the enforcement of motor carrier regulations. The specific areas of responsibility are listed below;

A. NYS Department of Transportation is responsible for:

- \* placing inspected buses and trucks Out-of-Service if they are found to have critical safety defects,

- \* issuing Notices of Violation and/or placing commercial drivers Out-of-Service if they violate driver licensing, hours of service and logbook requirements;
- \* suspending and revoking the intrastate operating authority of motor carriers without proper insurance and workers compensation, or with a pattern of violations of the Transportation Law
- \* requesting DMV to suspend commercial vehicle registrations and apply the Vehicle Identification Number (VIN) block for a pattern of serious violations of the Transportation Law;
- \* suspending permits and levying fines for serious safety violations;
- \* performing compliance reviews and terminal audits on motor carriers subject to federal and state motor carrier requirements; and
- \* investigation of accidents, as well as issuing recommendations to motor carriers, using trained commercial vehicle accident investigation specialists.

B. NYS Department of Motor Vehicles is responsible for:

- \* suspending and revoking driver licenses and registrations and even seizing vehicles for serious violations of the Vehicle and Traffic Law,
- \* suspending and revoking vehicle registrations and, if necessary driver licenses for the lack of adequate motor vehicle insurance coverage,
- \* serving as the local Traffic court in New York City, Buffalo, Rochester and the western portion of Suffolk county via its Administrative Adjudication Bureau, and
- \* disqualifying commercial vehicle drivers and carriers for failure to comply with Article 19-A and B.

C. NYS Department of Taxation and Finance is responsible for:

- \* ensuring that IFTA and HUT stickers are properly displayed;
- \* suspending IFTA and HUT permits for failure of a motor carrier to abide by the requirements of these programs; and
- \* requesting DMV suspension of vehicle registrations for failure to pay the state tax.

D. NYS Thruway Authority is responsible for:

- \* suspending, revoking or fining a carrier for violations of oversize, overweight, tandem permits and the EZ PASS program in conjunction with Troop T of the State Police.

E. NYS Police is responsible for:

- \* providing primary enforcement of the Vehicle and Traffic and Transportation Laws on the state (including traffic and IRP/IFTA/HUT enforcement);
- \* assisting NYSDOT in the roadside diesel emissions inspection program enforcement, beginning on June 1, 1999;
- \* conducting roadside safety and size & weight inspections to determine compliance with federal and state laws and regulations;
- \* issuing uniform traffic summons for violations of such laws and regulations; and
- \* investigating commercial truck accidents using trained accident reconstructionists.

In the future, the Department of Environmental Conservation (DEC) will be asked to join the task force. DEC has responsibility for hazardous materials registration, permitting and spill clean up.

## **Advanced State CVO Efforts**

New York State has a very active ITS Program that included the development of Strategic Plans in a number of metropolitan regions, as well as a study to develop ITS strategic plans for a number of small urban and rural areas. Additionally, a number of specific ITS projects are underway that will improve key freeway operations and establish Advanced Traffic Management Systems. ITS systems are being developed to enhance safety via Intelligent Rail Crossing Systems. Via TRANSCOM, similar model deployment initiatives are also underway in the NY, NJ, CT metropolitan area to improve the distribution of real-time, multi-modal transportation information.

In recent years, New York State has begun several ITS/CVO specific initiatives that are well advanced and will be serving as the foundation for this Business Plan. They include the following:

### **A. AUTOMATE ROADSIDE SAFETY WITH LAPTOP COMPUTERS**

- \* In 1996, NYSDOT purchased 55 laptop computers for deployment to Department MCSAP commercial vehicle inspectors.
- \* In 1996, NYSP purchased 50 laptop computer for deployment to the officers assigned to the MCSAP program. Additionally, NYSDOT allocated 4 of their 55 laptops to the State Police.
- \* In 1997, NYSDOT purchased an additional 60 laptop computers for deployment to 40 Department staff and 20 State Police. Among the staff being allocated the additional computers are DOT's Motor Carrier Investigation staff, who will be performing Level 3 (Driver Only) Roadside Inspections and Regional Bus Supervisors, who will be assisting in performing Compliance Reviews on bus carriers.

As a result of this effort, almost all current NYSDOT and NYSP commercial vehicle staff have laptop computers equipped with FHWA's ASPEN, PC MILLER, MCREGIS, VIN ASSIST, CAPRI and WORD PERFECT software to permit the automation of the roadside inspection and compliance review processes, as well as to facilitate some of their other normal duties.

## B. INSTALL COMMERCIAL VEHICLE ELECTRONIC SIGNS

NYSDOT has begun to install electronic signs and flashers at some of the key locations where roadside inspections are frequently performed. Examples include:

- \* the conversion of a to-be-vacated parking area on I-81 Northbound in Kirkwood, Broome County into a dedicated commercial vehicle inspection area. The area is equipped with a series of electronic signs advising trucks when the station is open and trucks are required to stop for an inspection. The facility also has power, lights for night-time inspections and an Out-of-Service area where vehicles placed out-of-service for serious safety violations may be repaired.
- \* the equipping of a new tourist gateway center and commercial vehicle inspection area on I-87 Northbound in Clifton Park, Saratoga County with a series of electronic signs advising trucks when the inspection station is open and trucks are required to stop. The facility also has power, lights for night-time inspections and an Out-of-Service area where vehicles placed out-of-service for serious safety violations may be repaired.

Similar improvements at other key inspection areas are being planned, with the initial focus on I-81 and I-87.

## C. EZ PASS ELECTRONIC TOLL COLLECTION

The NYSTA became one of the first state transportation agencies in the nation to implement an electronic toll collection system that includes commercial vehicles. The system, known as EZ PASS, outfits commercial vehicles with a transponder and permits these vehicles to use specially designated lanes where they can proceed through the toll both a low speeds on a green light and have the toll automatically deducted from a pre-established account.

This program has been recently implemented by MTA's Triboro Bridge and Tunnel Authority and the Port Authority of New York and New Jersey. Toll

roads in the State of New Jersey, Delaware, Maryland and Massachusetts are in the process of implementing this system as well.

**D. WESTERN NY INTELLIGENT BORDER CROSSING SYSTEM**

NYSDOT and NYSTA are participating with various other transportation agencies in Western NY and Canada in an 18 month FHWA Operational Test of an Intelligent Transportation Border Crossing System (ITBCS). This \$ 2.3 million project is deploying an integrated system that will allow non-stop international border crossings for about 1,500 passenger and 500 commercial vehicles which have been pre-cleared for Customs and Immigration purposes. The project is also envisioned to integrate elements of electronic toll collection and commercial vehicle operations such as weigh-in-motion and safety inspection data.

**E. METROPOLITAN MODEL DEPLOYMENT INITIATIVE**

NYSDOT, MTA and other public and private transit operators are progressing a \$ 2.5 million Congestion Mitigation and Air Quality (CMAQ) project that is developing a publicly accessible, interactive, regional Transit Pre-Trip planning system in the New York Metropolitan region. The system will provide regional, customized information on the most direct and convenient scheduled transit routes to meet customer specified origin to destination preferences. It is being progressed as an important link to the Metropolitan Model Deployment Initiative (MMDI) in the NYC metropolitan area. The improved, real-time traveler information system that will be available from this effort should be of considerable interest and benefit to ongoing ITS-CVO efforts in the metropolitan area.

**F. AUTOMATE OVERSIZE/WEIGHT PERMITTING SYSTEM**

NYSDOT and NYSTA are using a grant from the NYS Energy and Research Development Authority to automate the issuance of oversize and overweight permits. A consultant and agency staff are finalizing the system that will permit the streamlining and integration of the current individual agency systems. Additionally, NYSDOT is installing an Interactive Voice Recognition System for its permitting function.

## **CVO Issues and Opportunities**

The State Interagency Motor Carrier Safety and Credential Task Force has identified the following major issues and opportunities affecting the administration and enforcement of CVO regulations within New York:

- \* The Departments of Transportation, Motor Vehicles and State Police have all recently restructured and consolidated their various motor carrier programs.
  - o Within NYSDOT, the motor carrier regulatory and safety programs have been largely consolidated within the Passenger and Freight Safety Division (PFSD), except for Divisible and Special Hauling Permitting. PFSD is also expected to be responsible for DOT's diesel emissions inspection program elements for roadside and annual bus inspections.
  - o Within NYSDMV, various commercial motor carrier safety programs have been consolidated within the Driver and Traffic Safety Policy Group, with the exception of IRP.
  - o Within NYS Police, staff from three previously separate specialized programs (MCSAP, HAZMAT and Scales) have been cross trained, equipped, and consolidated into a statewide "Commercial Vehicle Enforcement Unit".
  
- \* The various State agencies are very active on national and international groups that are dealing with key interstate motor carrier programs.
  - o NYSDOT is a lead agency in working with FHWA on developing a proposal to integrate the Single State Registration System and USDOT's carrier licensing and insurance oversight programs. The proposed concept is a Unified Carrier Registration that would be issued at the State level by the current SSRS agency. A proposal is being developed for consideration by industry and the Congress.
  - o NYSDMV was the lead agency that assisted FHWA in developing the Commercial Driver License Information System (CDLIS). Additionally, DMV is active in the IRP clearinghouse program.



- o NYS T&F is the developer of the IFTA program that 17 jurisdictions are currently participating in and is active in the development of the IFTA clearinghouse that is underway.
- \* NYSDOT and NYSTA are in the process of automating their motor carrier permitting systems. Other agency credential programs, such as IRP, IFTA, SSRS, etc, are already automated.
- \* State Police, DMV and DOT are actively involved in a Judicial Outreach Program focusing on commercial vehicle regulations and requirements, including providing a educational forum with the judiciary regarding Federal and State motor carrier safety requirements.
- \* The Governor and his entire administration, as well as the state's motor carrier industry, are very interested in streamlining and enhancing coordination of the various motor carrier safety and credential programs within the State.
- \* In December of 1997, representatives from State Police and NYSDOT participated in an I-95 Corridor Coalition CVO Electronic Screening Enforcement Tour of HELP's Pre-Pass, MAPS' LYNX and I-75 Advantage CVO systems.
- \* Staff from NYSDOT, NYSP and NYSTA are members of the recently established 14 member I-95 Corridor Coalition's CVO Advisory Committee. The first meeting of this group was on July 9, 1998. This group is guiding the development of I-95's Regional Coordination Plan, which is expected to be finalized by September of 1998, as well as monitoring the various Field Operation Tests and developing the CVO component of I-95's Year 6 Work Plan.

Based on New York's ongoing effort in ITS CVO and its strong commitment to pursue additional opportunities in this area, the members of the Interagency Motor Carrier Task Force are most interested in pursuing being designated a CVISN state by FHWA. The overall goal of FHWA's CVISN Program are outlined in a draft "ITS/CVISN Deployment Incentive Strategy" (dated October 14, 1997), which describes the Deployment Goals and Guidelines, Definition of CVISN Level 1

Deployment, Typical State Deployment Approach, State Deployment Schedule, Deployment Incentive Funding Summary, Deployment State Selection, Regional Coordination, Conformance Assurance Process, and Requirements for Non-ITS Funding Sources.

CVISN is defined as the collection of information systems and communications networks which support CVO. The overall goal of FHWA's ITS/CVISN deployment strategy is to expedite ITS/CVISN technology deployment while mitigating risks and to ensure that such deployment is in conformance with the National ITS Architecture.

New York is already involved in one key aspect of ITS/CVISN deployment via its direct participation in the International Border Clearance (IBC) project at the Peace Bridge in the Niagara Frontier Region. Additionally, it has already established an organizational framework for cooperative system development among state agencies and key statewide motor carrier associations. Furthermore, as described in Chapter 5 of this Business Plan, specific applications are being progressed in each of the three "capability areas" identified by FHWA: safety information exchange, credentials administration, and electronic screening, plus carrier operations.

On June 23 and 24, 1998, over two dozen members of the five Task Force agencies participated in the initial ITS CVO Training Course developed for FHWA: "Introduction to ITS/CVO". It is expected that the second course "ITS/CVO Technical Project Management For Non-Technical Managers" will be given in October, 1998 and the last required course "ITS CVO Technology Applications" around the end of 1998, when it first becomes available.

By the end of 1998, New York expects to apply for a \$ 100,000 grant to proceed through a series of CVISN workshops that would produce a state top-level design, a state CVISN Project Plan, a state detailed Work Plan, and detailed designs. During 1999, the CVISN Project Deployment Plan would then be submitted to FHWA as the basis for a CVISN Deployment Incentive Grant, made possible by funding approved in TEA-21.

## **4.0 STRATEGIC OVERVIEW**

This section describes the vision and direction that the Interagency Motor Carrier Task Force has set for this Business Plan. Included are the State's mission statement, guiding principals, goals, and objectives for the ITS/CVO program.

### **Mission Statement**

The mission of New York State's ITS Commercial Vehicle Operations Program is as follows:

- i** Provide quality, efficient, safe, and legal commercial vehicle trucking and busing services throughout the state using technology in a cost-effective manner.

### **Guiding Principals**

The direction and projects included in this ITS/CVO Business Plan have been developed and prioritized to reflect the following principles:

- i** Projects should improve the motor carrier related administrative processes of state agencies by reducing associated costs and/or time or enhancing compliance with federal and state laws and regulations.
- i** Projects should lead to quantifiable improvements in public safety and/or revenue collection.
- i** Projects should address critical needs of the motor carrier industry and promote efficient and safe operations.

### **Goals and Objectives**

The Task Force has established the following goals and objectives for the State's ITS/CVO program. The projects identified in this Business Plan have been selected to addresses these goals and objectives through the use of

Intelligent Transportation System technology for enhancing Commercial Vehicle Operations, as well as forming the foundation for New York to be designated a CVISN state by FHWA:

**Goal 1: Enhance highway safety**

- o **Objective 1a:** Reduce the number and severity of highway accidents involving commercial vehicles, with a special effort to reduce fatal by 3% per year (using 1994 as the base measurement year).
- o **Objective 1b:** Improve motor carrier compliance with safety regulations, through coordinated interagency compliance and education efforts, and enhanced communication to enforcement officials with near real-time safety and credential data, with special focus on high risk carriers. State roadside safety staff will have direct access to key agency credentialing data by 2001.
- o **Objective 1c:** Enhance industry, judiciary and public understanding of motor carrier safety regulations via public outreach efforts to encourage voluntary compliance, including the Judicial Outreach Program. Key statewide associations will be involved in the ITS CVO Business Planning Process and information on deployments will be widely publicized.

**Goal 2: Promote the efficient and integrated state administration of motor carrier regulatory and enforcement functions.**

- o **Objective 2a:** Integrate the various state agency motor carrier data systems in order to eliminate duplicate submissions and processing and ensure necessary coordination. IRP, IFTA, HUT, Intrastate Operating Authority and SSRS data bases will be linked by 2000. Motor Carrier permitting is expected to follow by 2002.
- o **Objective 2b:** Automate the issuance of motor carrier credentials acquisition and transfer procedures. One-stop shopping for IRP, IFTA, HUT, Intrastate Operating Authority and SSRS (or its replacement) will be undergoing an operational test by 2000.

- o **Objective 2c:** Provide motor carriers with a series of locations across the state and via the Internet where they can acquire necessary state issued credentials. Statewide access is envisioned by 2001.
- o **Objective 2d:** Have FHWA designate New York as a CVISN state during 1999 and begin deployment using National ITS CVO architecture.

**Goal 3: Support state, regional and national productivity, economic growth and global competitiveness.**

- o **Objective 3a:** Eliminate duplicate or unnecessary delays at safety, credentials and size/weight inspections. ITS CVO technology will be used to focus on high risk carriers at the roadside by 1999. One-stop shopping is envisioned statewide by 2001.
- o **Objective 3b:** Reduce unnecessary delays on motor carriers by providing real-time information on accidents, traffic congestion and adverse weather conditions. Real time information via I-95's Fleet Forward project is envisioned by 2001.
- o **Objective 3c:** Use technology to streamline and enhance state regulatory and enforcement processes. Phase 1 streamlining of most credentials by 2000 and Phase 2 (permitting) by 2002.

## 5.0 ITS/CVO PROGRAM SUMMARY (1997-1999)

This section lists the Business Plan's classification of Interagency ITS/CVO projects, a description of those funded projects that are being pursued during a four year period by New York State, as well as the identification of additional desirable projects that may be pursued should additional resources become available to the five participating agencies.

### **Business Plan Program Classification Categories**

The ITS/CVO projects included in this Business Plan are categorized in the four program areas used by the I-95 Corridor Coalition: Roadside Safety, Credential Administration, Electronic Screening and Carrier Operations.

PROGRAM AREA	ISSUE (Objective #)	FUNDED PROJECTS	OTHER PROJECTS
Roadside Safety	Real-time safety and credential data access by state agency motor carrier staff (Objectives 1a &b, 2a, 3a&c)	<p><b>Project 1:</b> Eastern State's SAFER MAILBOX Pilot: Test wireless communication of roadside safety inspection data</p> <p><b>Project 2:</b> I-95 CVO FOT # 7: Supplement SAFER MAILBOX wireless communication pilot effort.</p> <p><b>Project 3:</b> I-95 CVO FOT # 10: Safety Management System Development (with CT and PA)</p> <p><b>Project 4:</b> Supplemental FHWA technology grant to test use of a roadside PCS digital cellular wireless communications to transmit safety data.</p>	<p><b>Project A:</b> 1998 NYS CVSP Supplemental Grant Request - Purchase an additional 18 laptop computers that will fully address the needs of new State Police assigned to CVO duties.</p> <p><b>Project B:</b> 1997 request for a supplemental technology grant to develop a more portable hand held screening device for use at mobile roadside safety inspection locations.</p> <p><b>Project C:</b> 1998 proposal for supplemental FHWA ITS funding to pilot the use of bar code readers at roadside inspection sites.</p>

<b>PROGRAM AREA CONT.</b>	<b>ISSUE (Objective #)</b>	<b>FUNDED PROJECTS</b>	<b>OTHER PROJECTS</b>
<b>Roadside Safety Cont.</b>		<b>Project 5:</b> Supplemental FHWA grant - Initially purchase 12 additional laptop computers for new State Police assigned to CVO duties.	
<b>Credential Administration</b>	Streamline & integrate state agency motor carrier data systems (Objectives 1a, b & c, 2a &c, 3a, b & c)	<b>Project 6:</b> I-95 CVO FOT # 8: Phase 1 - Integrate Motor Carrier data bases in NYSDOT, NYSDMV and NYS T&F.	<b>Project D:</b> Phase 2 - Integrate Motor Vehicle Permitting data bases in NYSDOT & NYSTA.
<b>Electronic Screening</b>	Reduce unnecessary delays of commercial vehicles at inspection sites and border crossings (Objectives 3a &c).	<b>Project 7:</b> Joint project between NYS and Ontario at Peace Bridge in Buffalo area on using transponders to electronically clear commercial vehicles for customs, immigration, tolls and safety.	<b>Project E:</b> I-95 CVO FOT # 9 Proposal re: using existing WIM technology.  <b>Project F:</b> 1998 NYS CVSP Supplemental Grant Request - Upgrade I-87 Parking Area near Quebec border with lights, commercial vehicle inspection signs, WIM, etc.
<b>Carrier Operations</b>	Facilitate motor carrier access to real-time data on congestion, construction, postings and weather (Objective 3b)	<b>Project 8:</b> I-95 CVO FOT # 6 - Regional Motor Carrier HELP Desk /Fleet Forward	
<b>CVISN</b>	Upon designation by FHWA, deploy National CVISN Architecture (Objective 2c)		<b>Project G:</b> Conduct CVISN Workshops to develop State CVISN Project Plan, a State Work Program and detailed systems and network designs for deployment, and then proceed to implementation phases.

## **Project Descriptions, Lead Agency, Cost and Schedule**

The following Table provides a brief description of each project, as well as its lead agency, cost and completion schedule. More detailed descriptions of each project are contained in the APPENDIX.

<b>BRIEF PROJECT DESCRIPTION</b>	<b>LEAD</b>	<b>COST</b>	<b>BEGIN/END</b>
1. NY, CT, NJ, PA, DE, MD & VA are piloting wireless communication equipment to upload and retrieve roadside safety inspection data to FHWA's SAFER MAILBOX to improve compliance with safety regulations and reduce violations of Out-of-Service Orders. 4 vans & 6 portable units are allocated to NYS.	NYSDOT / NYSP	\$ 300,000 in FHWA ITS aid (includes \$ for State equipment & communication costs; state in-kind for testing only)	9/97 to 6/98
2. NY will use I-95 grant funds to purchase more wireless communication devices (5 more for vans and 20 more portable units), plus support system expansion	NYSDOT/ NYSP	\$ 160,250 in FHWA ITS aid via the I-95 CVO program; state-in kind for testing only)	9/97 to 6/98
3. NY, CT and PA will use I-95 grant funds to develop a prototype state-level motor carrier safety management system in cooperation with the bus and truck industry	NYSDOT	\$ 300,000 in FHWA ITS aid via the I-95 CVO program	9/97 to 9/99
4. NYSDOT will use FHWA ITS CVO supplemental funds to pilot PCS digital cellular wireless communication transmissions of roadside inspection data	NYSDOT	\$ 42,000 in FHWA ITS supplemental aid, including 20% state match	9/97 to 9/99
5. NYSP will purchase 12 additional laptop computers to assist some of the new commercial vehicle safety staff that are being cross trained to do Level 1 roadside inspections, along with HAZMAT and S&W.	NYSP	\$ 72,000 in FHWA supplemental MCSAP aid, including 20% state match	Completed by 3/98
6. Phase 1 effort to integrate agency motor carrier data systems for IFTA, HUT, IRP, SSRS and Intrastate Operating Authority	NYST&F/ NYSDMV	\$ 577,910 in FHWA ITS aid via the I-95 CVO program;	9/97 to 3/99



<b>BRIEF PROJECT DESCRIPTION - CONTINUED</b>	<b>LEAD</b>	<b>COST</b>	<b>BEGIN/END</b>
7. NYS and Ontario are testing electronic clearance of commercial vehicles at the Peace Bridge in Buffalo using the North American Trade Automation Protocol (NATAP). As envisioned, transponders will be used for customs, immigration, toll collections and safety clearance.	NYSDOT/ NYSTA/ Peace Bridge Authority	\$ 1.57 million in 80% FHWA aid matched by Ontario Ministry of Transport	9/96 to 9/99
8. I-95 CVO program is developing a carrier "Fleet Forward" project with consultant and industry assistance. NYSTA is Chairing this effort and providing in-kind support.	NYSTA	\$ 300,000 in FHWA ITS aid via the I-95 CVO program	1/97 to 12/98
<b>IDENTIFIED BUT PRESENTLY UNFUNDED</b>			
A. NYSP have consolidated their MCSAP, HAZMAT and Scales staff into an integrated motor carrier staff. 18 additional laptop computers, printers and support software are required to equip all the statewide enforcement staff; NASTI Level 1 training is scheduled for the Fall of 1997.	NYSP	\$ 108,000 in FHWA supplemental aid.	ASAP
B. NYSDOT is seeking funding to develop a new hand held screening device that can be used to select high risk carriers at roadside inspection sites using FHWA's ASPEN ISS software and appropriate intrastate carrier data.	NYSDOT	\$ 40,000	15 months
C. NYSDOT is seeking funding to pilot test the use of bar code scanning technology at roadside safety inspection sites. The bar code scanning devices would be connected to a laptop computer that is used for recording such inspections.	NYSDOT	\$ 30,000	18 months
D. Phase II: NYSDOT & NYSTA are seeking funding to integrate their motor carrier vehicle permitting programs for oversize, overweight and tandem vehicles into the system being developed under Project 4.	NYSDOT/ NYSTA	\$ 400,000	12 months
E. NYSDOT & NYSP are seeking funding to pilot the use of an existing weigh-in-motion device to screen trucks in advance of a weigh station, including the use of existing high speed WIM on the interstate system as well, as deploying new WIMs near or at key rest areas used for inspection sites.	NYSDOT/ NYSP	\$ 300,000	12 months

BRIEF PROJECT DESCRIPTION - CONTINUED	LEAD	COST	BEGIN/END
F. NYSDOT is seeking funding to develop a electronic border crossing motor carrier safety , and credential screening location near the Quebec border on I-87. Three phases are envisioned: * Phase 1: Install electronic signing and lighting; * Phase 2: Install permanent Weight-in Motion; and * Phase 3: Test electronic clearance via transponders	NYSDOT	Phase 1: \$ 250,000 Phase 2: \$ 200,000 Phase 3: \$ 250,000	9 months 6 months 12 months
G. NYS is seeking funding for CVISN deployment * Phase 1: Obtain grant to conduct workshops that will produce a Project Plan, Work Program and detailed system and network designs. * Phase 2: After FHWA CVISN designation, implement initial year of deployment * Phase 3: Year 2 CVISN deployment * Phase 4: Year 3 CVISN deployment		Phase 1: \$ 100,000 Phase 2: \$1,500,000 Phase 3: \$1,500,000 Phase 4: \$1,000,000	6 months 12 months 12 months 12 months

**Integration of ITS CVO Projects and Agency Operations**

The results from the 15 ITS CVO projects identified to date for advancement in New York State will be closely monitored by the NYS Interagency ITS CVO Task Force. The results of and lessons learned from these projects, as well as the results obtained from CVISN deployment and other field operation tests and efforts being undertaken by the I-95 Corridor Coalition (see draft Regional Coordination Plan), will help to determine the nature and focus of future ITS CVO projects that would be proposed in updates of this Business Plan. Additionally, the result of other innovative and/or regional activities outside the I-95 corridor will be closely monitored by Task Force members for possible inclusion.

Additionally, planned modifications to agency operations, using ITS CVO technology will be evaluated and adjusted as appropriate. Collectively, these efforts will help to shape the future vision for ITS CVO within New York State.

### **Future Updates of the NY ITS CVO Business Plan**

The format of this Business Plan has been designed to facilitate future updates with minimal effort. It is the intent of the Interagency Task Force to update the plan whenever significant changes warrant such an effort. At present, it is expected that such updates will occur at least biennially.

### **Partnering with the NYS Motor Carrier Industry**

Each of the members of the Interagency Motor Carrier Task Force recognize the important contribution that the motor carrier industry makes to the state, and its potential to be of great assistance in helping to further the mission, goals, objectives and projects contained in this plan. As a result, the agencies envision the industry to have a significant advisory role in the updating of this plan, as well as in assisting the agencies in implementing its various programs and projects, especially the CVISN phases.

## 6.0 NEW YORK STATE AGENCY CONTACT NAMES

The purpose of this section is to identify the key contact points within each of the five State agencies participating in this Business Planning Process.

### ITS/CVO Business Plan Manager

Norman Schneider, Director  
Passenger and Freight Safety Division  
NYS Department of Transportation  
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Albany, New York 12232-0867  
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### Other Agency Contact Persons

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Driver and Traffic Safety  
NYS Department of Motor Vehicles  
Swan Street Building, ESP  
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Lawrence Keeley, Director  
Transaction and Transfer Tax Bureau  
NYS Taxation and Finance  
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Albany, New York 12227  
Phone: (518) 457-0432  
Fax: (518) 485-1241  
Email: Larry\_Keeley@tax.state.ny.us

Lt. David McBath  
Traffic Safety Section  
New York State Police  
State Campus - Bldg. 22  
Albany, New York 12226-2752  
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Fax: (518) 457-9620  
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Marygrace Parker, Director  
Traffic Management  
NYS Thruway Authority  
200 Southern Boulevard  
Albany, New York 12201  
Phone: (518) 436-2816  
Fax: (518) 449-3198  
Email: parker@oper.nystwy.com

Key industry contacts include the following statewide associations:

William Joyce, Executive Director  
New York State Motor Truck Assoc.  
1736 Western Avenue  
Albany, NY 12203  
Phone: (518) 464-5065  
Fax: (518) 464-5069

Arthur J. Kremer, Executive Dir.  
Bus Association of New York  
111 Washington Avenue - Suite 104  
Albany, NY 12210-2219  
Phone: (516) 357-3197  
Fax: (516) 357-3333

Representatives of these and perhaps other statewide motor carrier associations will be involved as appropriate in providing guidance and advice to the Interagency Motor Carrier Credentialing and Safety Task Force as New York State undertakes planned activities as outlined in this Business Plan or future updates of this Plan.

Revised 7/31/98

## APPENDICES

- A. Interagency Motor Carrier Credential and Safety Task Force MOU
- B. Project 1: CVSA Guardian Article describing the Eastern State's SAFER MAILBOX Project
- C. Project 2: Work Program for I-95 FOT # 7 - Roadside Safety
- D. Project 3: Work Program for I-95 FOT # 10 - Safety Management System
- E. Project 4: Description of Supplemental Technology Grant
- F. Project 5: Description of Supplemental Laptop Computer Grant (12 funded)
- G. Project 6: Work Program for I-95 FOT # 8 - Credential Integration
- H. Project 7: Description of Peace Bridge Intelligent Transportation Border Crossing System
- I. Project 8: Description of I-95 FOT # 6 - Motor Carrier FLEET FORWARD
- J. Project A: NYSP supplemental grant request for balance of 30 laptop computers (See Appendix F)
- K. Project B: Hand held High Risk Carrier Selection Device Prototype
- L. Project C: Roadside Bar Code Scanning Pilot
- M.\* Project D: Phase II description of Permit Credential effort
- N. Project E: Letter of Intent for I-95 FOT # 9 - Electronic Screening pilot using Weigh-in-Motion Device
- O. Project F: NYSDOT Border Electronic Screening supplemental grant request for three phased effort
- P. \* Project G: NYS CVISN Deployment (after FHWA designation): Phases 1 - 4

\* Under development

wp6.0:nyitscvo.bus 7/31/98

**TO:** Kevin O'Brien, NYS DMV  
Larry Keeley, NYS Tax & Finance  
Lt. David McBath, NY State Police  
Marygrace Parker, NYS Thruway Authority

**FROM:** Norman Schneider, NYS DOT

**SUBJECT:** APPROVAL OF FINAL ITS CVO BUSINESS PLAN

**DATE:** July 15, 1998

Hope everyone is having a great summer.

Attached is the final version of our ITS CVO Business Plan WITHOUT the attachments for your review and approval. If you have an updated version of your project attachments, please provide that to me as soon as possible.

FHWA is anxious to get our final approved plan. This plan addresses the comments we received from FHWA, which focused largely on expanded discussion in the following areas:

- C Strategy for CVISN deployment in New York State,
- C Integration of proposed ITS CVO projects and agency operations and future vision of our ITS/CVO program,
- C schedule and process for updating the plan in future,
- C role of the motor carrier industry in developing and implementing the plan, and
- C the addition of an Executive Summary.

Please fax any comments to me by Friday noon, July 24 since I want to get a final draft to FHWA for approval by the end of this month. If you have any questions, please call me at 457-6512. My fax is 457-6513.

cc: Brian Temperine, FHWA OMC State Director  
Jack Guinan, OPFT, NYSDOT  
Bruce Smith, TE&S Div., NYSDOT  
Jim Cartin, FED Div., NYSDOT  
Don Baker, SPE Bur., NYSDOT  
Denny Cottrell, MCS Bur., NYSDOT  
Sandy Rosner, MCS Bur., NYSDOT



**TO:** Jim Cartin, FED Div., NYSDOT  
Don Baker, SPE Bur., NYSDOT  
Denny Cottrell, MCS Bur., NYSDOT  
Sandy Rosner, MCS Bur., NYSDOT

**FROM:** Norman Schneider, NYS DOT

**SUBJECT:** **APPROVAL OF FINAL ITS CVO BUSINESS PLAN**

**DATE:** July 16, 1998

Attached are revised copies of pages 15/16 and 19-27 that should be inserted in the final version of our ITS CVO Business Plan that was sent to you as a cc yesterday. Please substitute these pages for the earlier versions. If you have any questions, please call me at 457-6512. My fax is 457-6513.