

**CCTV Privacy Policy:** The Department is completing a statewide policy that addresses the protection of the privacy of the public in the operation of its ATMS CCTV camera systems. Among the policy elements are the identification of the specific personal identifier information of concern in the operation of these systems and restrictions on the reasons why such information may be collected and whom the data may be shared with. The Department will also be progressing a pilot project which will examine, deploy and evaluate state-of-the-art technology based approaches which can be employed in enhancing its ability to provide for the protection of the public's privacy in the operation of these CCTV systems.

**HELP Program:** The Department's motorist assist patrol program, called H.E.L.P, presently provides motorist assistance to vehicles traveling on over 380 miles of limited access interstate roadways, parkways, and expressways on Long Island, in New York City, the Lower Hudson Valley, and the Albany Capital District. Sixty (60) service vehicles, covering 16 distinct patrol areas, or beats, are utilized in this effort. These trucks are operated by NYSDOT employees or contracted to other services providers.

The Buffalo region is presently in the planning stage of initiating H.E.L.P. on two of their most congested urban limited access roadways and hope to have their program operational late in 2001. The Lower Hudson Valley region will soon include an integrated Computer-Aided Dispatching system which will provide automated vehicle location, automated records management, vehicle dispatching and automated links to the I-TMC ITS network as well as to the TRANSCOM Regional Architecture.

The H.E.L.P. program made over 62,000 stops to assist disabled vehicles in the year 2000. A recent benefit assessment of the H.E.L.P. program was completed covering over 90 center-line miles on five limited access parkways in the Lower Hudson Valley. One of the major findings showed that the H.E.L.P. program reduced annual non-recurring vehicle hours of delay by 32 percent. In addition, the H.E.L.P. program also frees up law enforcement patrols for other roadway duties by handling 90% of peak period incidents Based on the annualized reduction in vehicle hours of delay the average benefit / cost for H.E.L.P. was 8.4 to 1.

**TMC's:** The Department has TMC's operational in its five largest urban regions; Albany, Buffalo, Lower Hudson Valley, New York City and Long Island. A TMC for Rochester is currently under construction, as is a relocated/expanded TMC for Long Island. Design is underway for relocation/expansion of TMC's in NY City and the Lower Hudson Valley. All TMC's except that on Long Island involve co-location with key operating and enforcement partners. Partners include the NYS Police, NY City Police NYC DOT, Monroe County and the NYS Thruway.

**Statewide/Regional Architectures:** The Department is aggressively pursuing the development of statewide and regional ITS architectures. A statewide architecture for ITS services that are centralized as well as information flows required by the Main office for business purposes has been completed and is located on the Departments web page. A regional architecture for Buffalo

has also been completed and is located on the Erie County Web page at [www.erie.gov](http://www.erie.gov). Activities related to development of regional architectures for Rochester, Syracuse, Albany, NY City, the Lower Hudson Valley and Long Island have been initiated.

**Road Weather Information Systems:** In the Spring of 2000 NYSDOT awarded a contract to expand the statewide RWIS network. Surface Systems, Inc., the prime contractor, has upgraded a number of existing sites and continues to evaluate sites for new installations. The statewide system is based on a three year deployment of up to 200 road weather information points along state highways. Coordination with deployments planned by the NYS Thruway Authority and a number of municipalities has also begun. Also, the NYSDOT has begun providing additional RWIS information to the National Weather Service as part of a partnership agreement aimed at improving ground-level forecasting.

**ITS Scoping Procedures:** NYSDOT is progressing a study for the development of project scoping guidance for Intelligent Transportation Systems/Advanced Traffic Management Systems (ITS/ATMS). The guidance will facilitate the consideration and application of ITS and ATMS strategies as appropriate and feasible solutions for solving identified congestion and safety problems on a project, corridor, or system wide basis. Consistent with the process for alternative development, application of intelligent transportation technology requires logical consideration and analysis of what the technology can do to address identified transportation problems, where/when ITS/ATMS strategies may apply, and the kind of feasible strategy(ies) that fit a particular situation. Project development procedures and methodologies that will facilitate a reasonable and progressive approach to analyzing and applying available intelligent transportation technology to determine what best fits a given condition/situation will be developed.

**Intelligent Transportation Systems Benefits and Costs:** NYSDOT has engaged the Calspan-University at Buffalo Research Center (CUBRC) to develop a procedure for quantifying the benefits and costs associated with a range of basic ITS treatments. The objective of this work is to produce a new set of tools -- a computer-based evaluation model -- that will enhance the Department's ability to assess proposed ITS projects and select the most appropriate solutions to New York's transportation needs.

The CUBRC research team has developed the ITS Options Analysis Model (ITSOAM) that quantifies the benefits to be expected from the use of variable message signs, highway advisory radio, information kiosks and other information sources, incident detection and system monitoring technologies, motorist assistance services, advanced traffic control systems, vehicle identification and location systems, ramp metering, weigh-in-motion equipment, and road weather information systems. Estimates of costs associated with these ITS technologies - based on national and New York State data - are contained in a Cost Estimates for ITS Technologies (CEIT) spreadsheet, which is being developed as part of this project.

Work will continue on model refinement and on the development of an ITSOAM User's Guide, a suite of New York-based case studies using the ITSOAM, and a formal training program for New York's community of public sector transportation professionals.