4.0 Strategic Plan Implementation

4.1 Overview

4.1.1 Implementation Steps

The Strategic Plan presented in Section 3 for the development of a Smart I-87 Corridor called for a variety of actions by NYSDOT and other agencies, as well as private shippers and other groups, to improve the efficiency and effectiveness of the corridor’s transportation systems and services. Depending on the type of action, it can involve considerable planning, research and development, particularly when commercially untested technologies are involved, while others would use readily available and already proven technologies or applications. Some programs may need changes in regulations or even legislative action on the State or Federal level to be fully realized. Many would need initial funding, while enhancements to on-going programs would require increases in existing financing to meet the planning, implementation and on-going operating costs. Others will require cooperative agreements, joint funding proposals or similar understandings among agencies – between State agencies, State and Federal agencies, or US and Canadian agencies.

The following section presents the various steps required to implement the activities identified in Section 3 as components of the Strategic Plan for the I-87 Smart Corridor. The exact measures required – funding under a particular budget line item, the form of a necessary interagency agreement (e.g., memorandum of understanding, joint legislation, etc.), the detailed manner in which a technology’s application would be tested, etc. – are not included. The required actions are presented more broadly, defining the types of required steps, the likely agencies involved, and the kinds of studies or planning activities needed for an action to move forward.

4.1.2 Priority of Projects during Initial Strategic Plan Implementation

The Strategic Plan for the I-87 Corridor includes a broad mix of on-going and proposed action involving everything from corridor-wide programs to limited local applications of technologies or systems. Some are already underway or even near completion while others are only concepts that will require considerable further work prior to coming online. A number of the program areas – development of new “Smart Highways,” changes in land use controls and development patterns, etc. – will take years to be studied and implemented, while schemes involving the local application of readily available and tested technologies could be completed in a few months if necessary.

To establish an Initial Implementation Plan, the priority of the various Strategic Plan elements must be defined. A number of factors have to be understood in this type of exercise:

- The programs or projects given the highest priority cannot all happen immediately or be handled simultaneously given the number of actions involved and the myriad of other transportation projects and programs that already exist.
- No project has a guarantee of funding, and the timing required for projects to move between planning, design and implementation stages is difficult to predict due to limits on funding in general and obtaining the funds needed to advance through each stage.
- Implementation of the I-87 Innovation Showcase must be considered a high priority, given its proposed role in coordinating and administering the Corridor Strategic Plan, and its
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In addition, the Corridor Strategic Plan and the program and projects which it includes are dynamic in nature. The events of September 11th strongly demonstrated how plans, perspectives and priorities can change drastically. Technologies which only a few years ago seemed too risky or untested are now in common application and being constantly improved. These technological changes will continue to occur, and a key part of an on-going Smart Corridor effort is to stay at the forefront on those changes, testing their effectiveness and looking to expand their application. For these reasons, any prioritized project listing developed at this time will clearly be subject to future revision and update.

Given this, the elements of the Strategic Plan have been placed into the following three priority categories:

- **Tier I Strategies** - those projects or concepts most critical to getting the Smart Corridor initiatives started or able to accelerate their progress or expansion into new areas. Tier I strategies would have the ability to make other initiatives possible or more effective and are strategies that can and should be immediately implemented with little additional study.

- **Tier II Strategies** - those projects or concepts most critical to getting the Smart Corridor initiatives started or able to accelerate their progress or expansion into new areas. Tier II strategies would also have the ability to make other initiatives possible or more effective, but unlike the Tier I strategies would not be candidates for immediate implementation. Tier II strategies would face delays in implementation because of key unresolved issues (i.e., technical implementation issues, funding issues, need to find consensus among agencies or communities, lack of federal or State approval to date, environmental process still pending).

Also to be considered Tier II strategies would be those projects or concepts that are not as critical as Tier I strategies to the overall Smart Corridor initiative and that lack the ability to make other initiatives possible or more effective, or is a very localized application that has limited benefits at other corridor locations.

- **Tier III Strategies** - those projects or concepts that do not have corridor-wide impact or that have a localized focus with limited transferability to other corridor locations (i.e., a bridge or interchange improvement).

Also to be considered Tier III strategies would be those projects or concepts that would be classified as Tier I or II if key aspects of strategy’s feasibility did not remain undefined or in question. These outstanding issues could include technical feasibility issues, funding issues, disagreement between agencies or communities, the need to meet or amend federal or State regulations, environmental process issues or possible opposition from key constituencies.

This three-level categorization, while not intended to be exact, reflects the efforts of the Study Team over the Study’s two phases to understand the transportation needs and challenges in the corridor, and to identify ways – some already underway, some proposed – to effectively meet them. A very important factor in this process was determining what actions could really play a key role in establishing a foundation for future Smart Corridor actions. These include...
those actions that would provide either the actual physical infrastructure or operations base that other actions would build upon, or would represent a pivotal application or testing of a concept that could demonstrate a Smart concept's effectiveness and transferability to other locations.

The following section presents the implementation steps for each of the Strategic Plan elements, provided in the same four Smart Corridor areas used in Section 3. The reasons behind the categorization of the projects’ priority are also briefly provided.

4.2. Strategic Plan Implementation

Implementation of the Strategic Plan, as defined in Section 3, will include (1) continuing a variety of on-going projects and programs, and (2) taking a number of necessary steps to initiate proposed projects and concepts in the four Smart Corridor areas (Highway, Public Transportation, Freight, and Smart/Safe Traveler). The necessary steps under these two areas fall into the following categories:

- **Additional Planning or Concept Development Studies** - actions to further develop schemes or concepts identified in the Study, and to move concepts sufficiently forward to get them closer to implementation.
- **Detailed Design or Program/Project Implementation** - actions to move forward to the design and implementation of a given project or program.
- **Regulatory or Legislative Action** - actions needed to clear the way for a given program or project to be implemented as designed.
- **Agency Coordination** - expanded coordination needed among agencies at various levels of government to effectively fund, design, and implement various Smart Corridor initiatives.
- **Funding Support** (capital and/or operating costs) - to allow an identified project or program to begin, be maintained, or expanded. For the majority of the concepts discussed, the primary funding issue is the competition for limited monies, against both the other concepts included in this Strategic Plan and project needs already identified in the Capital Program. Therefore, a funding support bullet will only be included when the situation deviates from the norm and requires additional explanation.

The priority of each of the Plan’s elements is also discussed. As noted earlier, the priority assigned to a given action was based primarily on whether it (1) had strong overall support in the corridor, (2) would be a key baseline project or program needed to “kick-start” an important area of the Smart Corridor plan, or (3) was one on which other priority or on-going projects would depend.

4.2.1. Smart Highways Implementation Activities

On-going Projects

The following are the corridor’s proposed and on-going projects and concepts in the Smart Highways area, as defined in Section 3.2.1, and the actions needed to ensure that they continue to play a role in achieving the I-87 Smart Highways elements:

- **Tappan Zee Bridge/I-287 Corridor Study**. This study is important to guaranteeing the corridor’s ability to meet changing and growing transportation and mobility demands, and to improve the safety and efficiency of this critical segment of the corridor. This study is particularly important in terms
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of the issues it is addressing to meet long-term mobility needs – major new transit operations, highway capacity management schemes (e.g. HOT Lanes), the need for long-term land use controls to support transit-oriented development, etc. Its Tier I categorization reflects the broad range of important and innovative solutions it is considering to meet the corridor’s long-term mobility needs (including addressing any additional capacity needs with HOT lanes), and the significant inclusion of major public transportation concepts in addressing the needs of a historically private vehicle-dominated corridor.

Implementation Actions: No separate implementation actions are required, as this study is well underway.

- **NYSTA Albany Corridor Study.** As with the Tappan Zee Bridge/I-287 Study, this effort by NYSTA is looking at upgrading a critical segment of its overall system, and in the process is considering a mix of traditional and innovative tools to solve the long-term transportation needs in this area. The resolution of these issues will be essential to shaping how long-term mobility needs are met in the Capital District and the corridor.

Implementation Actions: No separate implementation actions are required, as this study is well underway. The next step will be to determine whether the existing interchange toll barriers will be replaced with high-speed E-ZPass mainline toll barriers, a decision that will be influenced by an on-going study of the tolling structure. Depending on the tolling structure chosen, decisions about which design alternative to implement at each interchange will also be made.

In addition to these specific on-going actions, a variety of capital projects and ITS improvements are underway in the corridor. NYSDOT and NYSTA Capital Programs, and the related Transportation Improvement Programs (TIPs) in the corridor's metropolitan areas, focus primarily on maintaining existing transportation infrastructure, with related upgrades to various system components (e.g., deck replacement or repaving, incremental improvements to interchanges, etc.). These actions represent baseline activities required to ensure the safety and operations of the corridor’s highways and arterials. While not “projects” themselves, these Capital Programs represent a mechanism through which many of this Strategic Plan’s projects will eventually be realized.

Both NYSDOT and NYSTA have also been moving forward in a broad range of ITS areas – expanding the implementation of TRANSMIT and video systems to monitor traffic, VMS and HAR systems to advise travelers, development of the Information Exchange Network (IEN) to facilitate the processing and exchange of ITS data among agencies, and new and expanded Transportation Management Centers (TMCs) to coordinate ITS and other transportation operations and safety activities of transportation and public safety agencies. NYSTA’s Statewide Operations Center in Albany currently provides integrated incident management services for the portion of the I-87 corridor between New York City and Interchange 24. These incident management services are augmented by NYSTA Division of Traffic personnel, who directly manage and clear incidents once they occur. In addition, 24/7 traffic monitoring currently occurs along most of the NYSTA-operated segment of I-87 via the Authority’s Traffic Data System monitoring infrastructure. These data are used to provide a strong underlying basis for NYSTA to determine current traveler demands and future needs. They are also used by
Authority personnel to evaluate the ability of various incident management activities to restore traffic flow to normal after an incident has occurred.

Areas in which specific ITS project planning or implementation steps are needed are noted in the discussion of specific on-going and proposed concepts elsewhere in this section. The elements that warrant immediate implementation or expansion are (1) the IEN, due to its significant impact on the overall effectiveness of ITS and CVO programs in the State), (2) the TMCs in Albany and Westchester, which will tie together and provide operational control for many of the existing and planned Smart Corridor programs; and (3) continued expansion of the TRANSMIT program, as it will gather the data to make planned improvements to incident management and integrated highway control possible.

Proposed Projects and Concepts

The following are the proposed projects and concepts in the Smart Highways area, as defined in Section 3.2.1, the actions needed to implement them in a timely and effective manner, and their assigned priority within the Strategic Plan:

- **I-87/ Route 9 Closed Loop Traffic Control System.** This project will not only build and expand upon similar on-going activities in the Capital District, but will extend and link these types of traffic monitoring and control activities to create a fully coordinated highway network. Many of the agencies that will work together for the proposed closed loop system are already jointly involved on other on-going ITS programs in the area. The existence of the Capital District TMC and the experience from programs such as the Route 5 closed-loop signal system will make the proposed traffic control system easier to implement. This project (previously envisioned as “US Rt. 9 ITS Improvements” in the Study’s Long List of potential corridor projects) is considered a Tier II strategy because it would build on the existing and planned ITS programs and facilities in the Capital District, and provide a very useful initial test of the broader application of an important highway network concept, with ramifications for the Capital District and statewide.

  **Implementation Actions:**
  
  - Additional Planning or Concept Development Studies - the initial concept for this system needs to be more fully developed prior to system design and project implementation.
  - Detailed Design or Program/Project Implementation - upon completion of the more fully developed system concept, the system’s final design and implementation can be carried out.
  - Regulatory or Legislative Action - no separate regulatory or legislative actions would be needed for this project as presently envisioned.
  - Agency Coordination - initial meetings among all involved agencies would be required to coordinate the program’s conception, implementation and on-going operations and control (e.g., how would the system control signals and planned VMS signs along Route 9).

- **Exit 20 Improved Access and Queue Detection.** This project can be developed in stages depending on the timing and availability of funding. It represents a straightforward but important application of well-tested
ITS technologies to improve highway operations and safety and to better control traffic during special events that historically have put unique pressures on the area’s highway and local roadway networks. It would also have a clear tie-in with various Smart/Safe Driver initiatives discussed later in this section. While representing a localized application of well-tested technologies, it involves innovative ways to address highway congestion and safety problems. Its use of Smart/Safe Traveler methods to both solve and avoid such problems, with implications to that region’s roadway network warrants its Tier II ranking.

**Implementation Actions:**
- **Additional Planning or Concept Development Studies** – the initial concept is sufficiently developed to move forward with system design and project implementation.
- **Detailed Design or Program/Project Implementation** – the system is sufficiently detailed to go directly to system design (minimal) and implementation. A phasing option would be to initially implement only queue detectors and emergency flashers at ramp approaches, with coordinated upstream VMS system elements included in second phase.
- **Regulatory or Legislative Action** – no separate regulatory or legislative actions would be needed for this project as presently envisioned.
- **Agency Coordination** – Adirondack/Glens Falls Transportation Council (A/GFTC) would need to work with NYSDOT on the operating plans for the proposed system and its eventual control through the Capital District TMC.

- **Improved Access to Proposed Development Sites (Luther Forest and SUNY Albany Technology Hub).** These two high-tech project sites are critical to the continued success of the corridor in attracting this type of economically vital developments, and both will need transportation infrastructure enhancements (especially for Luther Forest) for them to reach their full employment potential. Because they both represent local projects and may take many years to fully evolve, these projects are characterized as Tier III strategies.

  **Implementation Actions:** No separate implementation actions are required, as both projects and associated studies are well underway. However, as these projects progress further in the development process – project proposals are refined, specific tenants are identified, and future employment levels are better defined – the adequacy of proposed transportation network and service improvements must be re-assessed. Planning, design and implementation steps would then be taken to address identified needs. This is particularly true for the Luther Forest project – a multi-phased development that would need more significant infrastructure improvements if full employment goals were realized. New York State appropriated $2 million of its FY 2005 budget to further advance highway improvements for access to the Luther Forest site.

- **Improved East/West Access Via Routes 4 and 149.** These corridors, which provide an east-west connection between Warren and Washington Counties (and I-87 at Exit 20) and Central/Northern Vermont, handle an increasing level of traffic. Despite some improvements along Route 149, the roadways are generally inadequate to handle growing tourist and truck traffic. Although improvements to them represent relatively local projects that would take many years to
move through the planning, design, and implementation process, their importance to the corridor's economy and to interstate commerce warrants their Tier II ranking.

**Implementation Actions:** Continued consideration of the traffic, mobility and safety needs in these two corridors requires continued consideration within the overall Adirondack/Glens Falls Transportation Council (A/GFTC) planning process.

- **Integrated Incident Management System (IIMS) Along I-87 Corridor.** This real-time incident management system presently being deployed by New York City's Departments of Transportation and Police and Office of Emergency Management uses mobile computers and video capabilities, GPS tracking and other communications technologies to quickly transmit incident information among involved agencies. The system expedites the assignment of appropriate responders and helps to coordinate multi-agency responses, response and evacuation routes, etc. Its clear application to traffic management and safety, as well as broader emergency response and homeland security uses, warrant its consideration as Tier II strategy.

  **Implementation Actions:** NYSDOT and others need to review the experiences of New York City agencies with this system and identify ways in which it could be applied elsewhere in the corridor, particularly in the context of existing and planned emergency/incident response programs.

### 4.2.2. Smart Public Transportation Implementation Activities

**On-Going Public Transportation Projects**

The following are the corridor's proposed and on-going projects and concepts in the Smart Public Transportation area, as defined in Section 3.2.2, the actions needed to ensure that they continue to play a role in achieving the I-87 Smart Corridor elements, and their assigned priority within the Strategic Plan:

- **Route 5 Signal Override System.** The goal of this type of traffic management system, paired with similar efforts for on-highway operations, is to provide faster and more reliable transit travel times in key travel corridors like Route 5. Tied into the overall “closed loop” signal operation developed along the Albany-Schenectady segment of Route 5, information gained from this system (presently in its initial implementation phase) will be useful in defining the future role and form of Bus Rapid Transit (BRT) in this and other corridors.

  **Implementation Actions:** No further implementation actions are needed, other than ensuring continued support for this important BRT-related test program. The next steps would involve continued implementation of the proposed BRT and related traffic control measures in the corridor, testing them for effectiveness and then further refining them to identify the most efficient and beneficial schemes. Potential applicability to other corridors in the area can then be investigated.

- **Stewart International Airport Transit Access Study.** This study has already identified a number of initial transit improvement options worthy of further consideration, while identifying the steps needed to further assess possible future fixed-guideway systems serving the airport and its environs. Improved access to this airport (both public transit and highway) would be important to the facility's efforts to build on its existing low-cost airline service and to better serve the high-
growth areas within the Lower Hudson Valley. Its Tier III ranking reflects the very long-term nature of this type of proposal, and the fact that many other actions - on-going improvements to adjacent interchanges, on-airport improvements, attracting additional low-cost service - are of greater importance in the next few years.

**Implementation Actions:** No further implementation actions are needed, other than continued follow-up on the recommendations of this study. The next steps would involve further refining the lower-cost airport access proposals, identifying the necessary actions to implement them (e.g., completing operating studies, finding funding sources, etc.), and moving forward with those proposals while continued the longer-term planning of links to the commuter rail network.

- **Commercial and General Aviation Improvements.** A variety of improvements to upgrade the corridor's commercial and general aviation facilities are in various planning, design and implementation stages. In terms of commercial aviation facilities, most of the identified Albany International Airport upgrades, for both passenger and freight facilities, have already been implemented. As spelled out in Section 3, many of the general aviation facilities need upgrades to keep in step with current national aviation standards and technologies.

Except for Albany International, these are relatively small airports presently providing localized air services. However, the Tier II designation is warranted given the key role that full development of the PIA would play in the region, and the importance of developing a modern, fully-functioning network of general aviation airports in the North County and statewide.

**Implementation Actions:**
- **Additional Planning or Concept Development Studies:**
  - Airport approach surface control studies need to be completed for a number of the general aviation facilities to position these facilities to upgrade to more advanced flight control systems.
  - Further assessments of general aviation facilities in Essex County to determine whether improvements to existing facilities or development of a new facility (closer to I-87) would best meet general aviation needs.
  - A detailed air service feasibility study for Plattsburgh International Airport to provide a sound basis for attracting new low cost airline service with jet aircraft and the feasibility of substantially expanded air cargo operations need to be advanced.

- **Detailed Design or Program/Project Implementation** - move forward with planned improvements at Plattsburgh International Airport and facility upgrades at Schroon Lake and Ticonderoga Adirondack airports. Action on other improvements must await completion of planning and concept studies noted above.

- **Regulatory or Legislative Action** - no separate regulatory or legislative actions are needed for these projects and studies.

- **Agency Coordination** - principal coordination would involve local aviation operators, agencies and counties with NYSDOT, the NYS Empire State Development Corporation
(ESDC) and others to ensure that necessary studies and projects are funded, completed and carried out.

- **Funding Support** - some funding is available through special FAA programs (e.g., Airport Improvement Program), augmented by state and local transportation and economic development support where needed. NYSDOT’s AIR 99 program, intended to create a general aviation airport network sufficiently upgraded to adequately serve business aircraft, is another potential funding source.

- **Plattsburgh International Airport (PIA) Improvements.** A variety of significant improvements to upgrade the PIA are in the advanced design stages, with preliminary implementation schedules set for a number of elements (e.g., new passenger terminal). The goal is to increase air freight operations and, more importantly, to attract scheduled commercial air service, particularly the type of low-cost carrier service that have revitalized airports in Albany, Buffalo and other locations.

The Tier I ranking reflects the potential importance of a fully realized PIA to the economy of surrounding North County communities and businesses. Local business organizations in that area see this type of facility and air service as a key to the long-term ability of the surrounding Adirondack areas to attract tourists, small business meetings and conferences, major employers and other activities that are increasingly demanding convenient scheduled air service.

**Implementation Actions:** No further implementation actions are needed for the major on-going infrastructure proposals at the airport, other than continued follow-through on funding and implementation. However, further marketing studies are needed to better assess the commercial aviation market at this location, to provide the information on likely successful service types for this location, potential patronage levels and related factors important in attracting low-cost carriers.

**Proposed Public Transportation Projects and Concepts**

The following are the proposed projects and concepts in the Smart Public Transportation area, as defined in Section 3.2.2, the actions needed to implement them in a timely and effective manner, and their assigned priority within the Strategic Plan:

- **Adirondack Rail Corridor Service Improvements.** The identified improvements, as outlined in Section 3.2, would build on the strong market performance of Empire Corridor service in the corridor (New York City to Albany), improve the long-term potential for a stronger Adirondack Corridor rail operation, and enhance rail service within the Capital District. The improvements include the infrastructure and operating changes presented in the High Speed Rail Pre-Feasibility Study: New York City to Montreal (“HSR Study”), augmented by others identified as part of this study. The importance of the Empire and Adirondack passenger rail service in the corridor, the joint benefit to both passenger and freight rail services, and the strong understandings between New York and Quebec about the importance of improvements in this area, warrant the Tier I designation.
**Implementation Actions:**

- **Additional Planning or Concept Development Studies:**
  - The “maintenance upgrade” (MU) improvements from the high-speed rail study, and related upgrades within the Capital District need to be developed more thoroughly and prioritized to define which actions should proceed initially under possibly limited funds. Wherever possible, actions that would provide joint benefit for both rail passenger and freight service should be given priority.
  - Concepts to extend additional Empire service to Saratoga Springs should be developed, including operational and cost implications and possible marketing schemes to increase use for trips within the Capital District.
  - Further assessments of Adirondack service changes, including the possibility of express and local service combinations, should be completed.
  - Studies performed in consultation with MTQ, Amtrak and US and Canadian Customs officials are needed to assess feasibility and costs of allowing all Customs inspections to occur at the Montreal train station, as recommended in the HSR Study.
  - In concert with MTQ, CP Rail and others, continue feasibility studies of further advancements toward higher-speed rail passenger service in the corridor, particularly between Albany and Rouses Point, where maximum operating speeds under proposed MU improvements would still be held to 79 mph.

- **Detailed Design or Program/Project Implementation** – upon completion of the planning and concept studies noted above, designs for the recommended MU rail system improvements could be advanced and, subject to funding, implemented. Service extensions to Saratoga Springs could also be implemented.

- **Regulatory or Legislative Action** – designation of the Albany-to-Rouses Point segment as a High-Speed Rail Corridor by the FRA would make it easier to obtain planning and capital funding for improvements in that segment. Regulatory actions by the FRA to raise maximum allowable speeds along portions of the Adirondack service corridor are critical to achieving the travel time savings goals. Similar actions may be needed for the proposed shift of Customs activities to the Montreal train station.

- **Agency Coordination** – further coordination between Amtrak, CP Rail, NYSDOT and other agencies are needed to confirm the status of agreed-upon system and service upgrades (some of which have been delayed and under-funded) as well as future plans. Further coordination between NYSDOT and MTQ is needed to maintain momentum in the two agencies’ joint efforts to upgrade rail passenger service in the corridor. Coordination among transportation and Customs agencies would be required in planning the proposed shift of Customs operations to the Montreal train station.

- **Other On-Going Public Transportation Initiatives.** Section 3 identified a number of important on-going planning activities consistent with the drive toward Smart Public Transportation in the corridor.
Although typically involving long-term planning efforts beyond the timeframe for this study, the following represent important ways for the corridor to address long-term mobility needs. These include:

- providing expanded public transportation services in the North Country, for both work trips and for non-automobile access to recreational and tourism attractions;
- incorporating transit and para-transit and travel demand management (TDM) planning into the planned Luther Forest development in Saratoga, to reduce future traffic and expand employment opportunities to those without autos;
- further assessment of general aviation facilities in Essex County;
- better public transportation access to the Plattsburgh International Airport and other airports in the corridor;
- better transit links to Amtrak stations, particularly those serving the major tourism attractions in the North Country; and
- serious consideration of dedicated guideway transit operations in areas like the Albany Capital District, including possible inclusion of Bus Rapid Transit (BRT) networks in the long-term plans for major highway and arterial corridors in the area.

**Implementation Actions:** The primary actions needed are to provide continued planning support, regionally and at the state level, for these types of programs, which typically involve systems and services which are relatively small in size but very important for the areas involved.

### 4.2.3. Smart/ Safe Traveler Implementation Activities

#### On-Going Smart/ Safe Traveler Projects

The following are the corridor’s proposed and on-going projects and concepts in the Smart/Safe Traveler area, as defined in Section 3.2.3, the actions needed to ensure that these continue to play a role in achieving the I-87 Smart Corridor elements, and their assigned priority within the Strategic Plan:

- **NEXUS Program.** This Federal program can expedite the flow of persons at international border crossings while effectively increasing inspection levels by pre-screening travelers. This reduces the need for those activities at the border, and the level of associated border delays. The NEXUS program is essential for the corridor because of its ability to create a more efficient border for persons regularly crossing between New York State and Quebec, thereby strengthening the economic links between them.

  **Implementation Actions:** The primary support needed here is expanded marketing efforts to increase the number of persons signed up for the NEXUS program, and continued support for the rapid completion of the Port of Excellence facilities, which will make this and other border-related programs work more efficiently.

- **New York State Transportation Federation Travel Information Gateway.** In line with the overall impetus behind both the Transportation Federation and the Transformation process occurring within NYSDOT and NYSTA, a statewide travel information website has been established.
Organized around four major regions, travelers can obtain information about travel conditions, weather and available transit information. The site also provides detailed links for commercial vehicle operators to learn about everything from the latest regulations on truck weights to one-stop clearinghouse for vehicle credentialing and obtaining oversize/overweight permits that are coordinated across a number of transportation agencies and authorities. The Gateway site is the beginning of the type of traveler information resource needed to help travelers make smarter decisions and agencies better manage their facilities and operations, and its continued expansion is therefore considered a Tier I strategy.

**Implementation Actions:** The primary support needed here is to continue efforts to provide more and better travel information, including the types of real-time information available through Trips 1-2-3 and similar programs across the country that can provide both pre- and in-trip information more effectively than the present systems that depend on VMS and HAR to provide information. Additional studies will be needed to define the best way, near-term and long-term, to enhance the ability of transportation agencies to directly communicate with their customers, with an emphasis on two-way communication in real time. This would become one of the central areas of planning, research and application to be administered by the proposed I-87 Corridor Innovation Showcase discussed later in this section.

**Proposed Smart/ Safe Traveler Projects and Concepts**

The following are the proposed projects and concepts in the Smart/Safe Traveler area, as defined in Section 3.2.3, the actions needed to implement them in a timely and effective manner, and their assigned priority within the Strategic Plan:

- **Improved Wireless Communication on the Northway.** This project would address the communications blackout area along much of the I-87 Corridor in the Adirondacks. It would tie into a broad range of programs and benefits, from cell phone service and emergency call boxes for drivers in these areas to more effective communication links for many of the CVO and ITS programs proposed by NYSDOT and others along the corridor. The importance of this project to traveler convenience and safety, to the economic vitality of the North Country, and to the efficiency and effectiveness of the corridor’s ITS and CVO activities fully warrant its designation as a Tier I strategy.

**Implementation Actions:**

- **Additional Planning or Concept Development Studies** - very little additional planning is needed to implement this program, which has already gone through its design and has even been reviewed by the Adirondack Park Agency (APA) for the design and location of its communications antennas. Some refinements to the project concepts may be required to incorporate possible new elements (e.g., video cameras at call box areas).

- **Detailed Design or Program/Project Implementation** - minimal additional design should be needed, as noted above, subject to refinements recommended to incorporate new features.

- **Regulatory or Legislative Action** - no separate regulatory or legislative actions would be needed for this project as presently envisioned.
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- **Agency Coordination** - the project presently involves private communications companies and the NYS Police, with a lack of interest by cell phone service companies generally mentioned as the reason why this program and facilities have not been implemented. Action is needed to work out a private-public compromise to get beyond this temporary financial roadblock.

- **Funding Support** - the majority of the funding will be borne by the private sector, but problems in establishing the coalition of communications companies needed to justify project implementation may require the State to provide start-up funding to reduce the risk sufficiently to make private sector participation possible.

- **Expanded Queue Detection and Warning System at the US-Canada Border.** This project, which would upgrade and expand the existing limited queue detection and warning system on I-87 at the border, would tie in well with the overall Port of Excellence effort at the Champlain border crossing. The project's significant benefits to traveler safety, its linkage to the Port of Excellence, and its innovative application of tested ITS technologies warrant its Tier I designation.

  **Implementation Actions:**
  
  - **Additional Planning or Concept Development Studies** - some additional concept planning is needed to better define some of the program elements, especially those associated with the project's coordination with both US and Canadian customs operations.
  
  - **Detailed Design or Program/Project Implementation** - much of the program design will be in the area of the system configuration, communications methods and software controls. The project could be implemented relatively quickly, with construction of multi-lingual overhead VMS equipment upstream of the queue areas projected to require the most time to implement.
  
  - **Regulatory or Legislative Action** - no separate regulatory or legislative actions would be needed for this project as presently envisioned.
  
  - **Agency Coordination** - extensive coordination is required between NYSDOT and the NYS Police, US Customs and Border Protection and their Canadian counterparts, to make sure that the potential benefits in the areas of driver safety and border operations are realized.
  
  - **Funding Support** - Federal funding in the form of a Congressional earmark has been secured.

- **3-Tiered Tourist Kiosk System.** This demonstration project is aimed at travelers heading to key tourism and natural areas within the Adirondacks. It would link together and build on many of the existing tourist information activities going on in the area, taking full advantage of the overall corridor-wide plan to better inform travelers before and during their trips. It would also create the types of public-private partnerships that are often essential for any new program to get started and be maintained due to the mutual public and private benefits the kiosks can generate. The project has the potential to provide long-term benefits to the tourist and recreation industries that are so critical to the North County economy.
Implementation Actions:

- **Additional Planning or Concept Development Studies** - some additional concept planning is needed to better define (a) the relationship of this program to other traveler information networks in the Adirondack region, (b) the location of the information kiosks and systems under all three “tiers,” (c) the most effective form of involvement for State agencies (NYS Department of Environmental Conservation (DEC), the Empire State Development Corporation (ESDC), APA, NYS Department of Parks, Recreation and Historic Preservation, Olympic Regional Development Authority (ORDA), etc.) and private business and advocacy groups, including commercial tie-ins, and (d) the required hardware and software systems. As a pilot project, the procedures to be followed in assessing the initial program’s operations and effectiveness need to be established. These assessment activities would occur after a specified period of project operation (most likely a 6-month preliminary assessment, with a more detailed review after 12 months).

- **Detailed Design or Program/Project Implementation** - upon completion of the planning, concept and coordination activities noted above, the project could be designed and implemented.

- **Regulatory or Legislative Action** - no separate legislative actions would be needed for this project as presently envisioned, although regulatory review and approvals for environmental permits would be required, including completion of the Adirondack Park Agency’s 814 review process (which requires all agencies proposing actions with the Adirondack Park to determine their action’s consistency with ADA’s overall Master Plan and the potential for adverse environmental or other impacts).

- **Agency Coordination** - extensive coordination is required among both public agencies and private interests in the area, as noted above. The project would likely require some form of Tourist Information Advisory Group to facilitate this coordination during the planning, design and implementation phases. The appropriate Lead Agency under related environmental reviews will need to be determined.

- **Funding Support** - although the exact State or Federal funding sources for this program are not clear, it is expected that commercial tie-ins could eventually make it possible for some of the public sector costs of this project to be recouped.

- **Adirondack Tourist Destination Signage Program.** This program looks to create a unified and less restricted system of general service (gas, food, lodging, etc.) and tourist destination signs to better direct visitors traveling within the Adirondacks. After being developed and tested in that area, it could be applied to other similar areas Statewide. The main reasons for its Tier II designation are the transferability of the project’s results to other similar sections along the corridor (e.g., the Catskills), and its potential importance to both travelers and the North County economy.

**Implementation Actions:**

- **Additional Planning or Concept Development Studies** - initial data collection efforts would be required, including a comprehensive survey of existing signs in the corridor and the range and location of available services, followed by concept planning studies to
more closely define the signage test areas (initially set as the Route 73 corridor), the range of sign types to be developed and the regulatory actions needed for the program to move forward.

- **Detailed Design or Program/Project Implementation** - upon completion of the initial planning and concept studies noted above, the signage concepts and designs could be developed, fabricated and implemented.

- **Regulatory or Legislative Action** - waiver of certain signage regulations by FHWA, NYSDOT, the APA and others would likely be required, although no legislative actions are projected to be needed.

- **Agency Coordination** - considerable coordination would be required, and a regional committee comprised of public and private sector representatives would be set up during the initial project phase to assist in the project’s planning, design and implementation.

- **Funding Support** - although the exact State or Federal funding sources for this program are not clear, it is expected that commercial tie-ins could eventually make it possible for some of the costs of this project to be recouped.

### 4.2.4. Smart Freight Implementation Activities

#### On-Going Smart Freight Projects

The following are the corridor’s proposed and on-going projects and concepts in the Smart Freight area, as defined in Section 3.2.4, the actions needed to ensure that these continue to play a role in achieving the I-87 Smart Corridor elements, and their assigned priority within the Strategic Plan:

- **FAST Program.** This key Federal program, like its passenger travel counterpart, NEXUS, is aimed at both expediting the flow of goods at international border crossings and increasing inspection levels by pre-screening drivers and shipment loads. Although the project is already well underway, its critical linkage to the Port of Excellence and ability to expedite the flow of persons across the US-Canada border (employees, customers, tourists, etc.) warrants its Tier I designation.

  **Implementation Actions:** The program has already been implemented at the Champlain crossing, but greater participation by shippers is needed for it to substantially reduce border delays. Expanded marketing of this and other CVO programs by Federal and State agencies, working with private shippers and trucking companies, is needed to increase participation levels. Development of the improved Port of Excellence facilities will also make it easier to expedite FAST program participants through the system.

- **Port of Excellence.** Moving forward on the development of the Port of Excellence is one of the most crucial Smart Corridor projects. Scheduled for completion in phases, with the majority of the planned facilities and activities in operation by 2008, it will go a long way toward making this a competitive and efficient crossing for both passengers and freight.

  **Implementation Actions:** The primary activities would be to work with the General Services Administration and elected officials to secure the required funding for all planned phases of this project, and that construction activities continue to move forward. Further
Parsons-Clough Harbour

Strategic Plan Implementation

Studies and coordination will be needed among involved agencies regarding the ITS and CVO programs, technologies and facilities to be included at the facility and the coordination of those programs with related ones in New York State and Quebec.

- **Permanent Truck Inspection Facility at US-Canada Border.** NYSDOT plans presently call for development of a dedicated truck inspection station directly adjacent to and south of the US-Canada border crossing facilities. It would include the latest CVO e-credentialing, weigh-in-motion and related programs, and would be fully coordinated with similar programs on the Canadian side (along AutoRoute 15) and with the Port of Excellence customs activities. Its position as the State’s first inspection station to incorporate the latest ITS/CVO technologies and programs, its vital location at the border and its tie-in with the Port of Excellence all support its Tier I designation.

**Implementation Actions:**

- **Additional Planning or Concept Development Studies** - the project must undergo initial planning and concept studies to fully define the facility’s programmatic needs and operating goals, and establish project concepts to meet them, followed by required environmental and transportation reviews and preliminary design of the selected option.

- **Detailed Design or Program/Project Implementation** - upon completion of the planning and concept studies, final design and project implementation would occur. Coordination with the design and operation of the Port of Excellence, including completion of the proposed inspection facility in step with the 2008 schedule for the Port of Excellence, is important.

- **Regulatory or Legislative Action** - no separate regulatory or legislative actions would be needed for this project as presently envisioned.

- **Agency Coordination** - principal coordination would be between the agencies involved in the proposed CVO operations - NYSDOT and NYS Police - along with Canadian and US customs agencies. Private trucking groups, shippers, freight forwarders and others will assist in the early planning stages of the project as well.

- **Funding Support** - Federal CVO funding sources have been identified for this project.

- **New Baltimore Rest Area and Intermodal Center.** This project, presently in the EIS planning stage, would provide substantial improvements at the New Baltimore travel plaza, with more services for commercial vehicles, an adjacent rail-to-truck intermodal facility and tie-ins with available economic development sites. Other NYSTA and NYS Police facilities are also being considered for the site. Based on its benefits to both truck freight operations and local economic development, the project is rated as a Tier II Strategy.

**Implementation Actions:** After completion of the EIS process, the primary actions required are to determine the marketability of the various private sector activities at these locations, what phasing of activities could occur, and what transportation and public safety facilities can be effectively included. Funding issues, both public and private, would then have to be resolved for the project’s various aspects to move forward.
• **Truck Stop Electrification Program.** Presently in the testing phase at two NYSTA rest areas and at a private facility near Northway Exit 16, this program could provide significant energy and environmental benefits to the public along with enhanced driver comfort and shipment cost saving.

**Implementation Actions:** Upon completion of the on-going tests, plans are required for a broader implementation of these systems, both in on-highway public rest areas and private off-highway truck stops. Implementation in rest areas along non-Thruway portions of I-87 would require legislative action to change restrictions on commercial activities in rest areas along interstate highways.

• **Railroad Capital Programs and On-Going Maintenance.** Actions in this area are very similar to those discussed earlier under Smart Public Transportation regarding the “Maintenance Upgrade” activities identified to improve rail passenger service in the corridor. Many of these same activities - signal system upgrades, expanding continuous welded rail sections, new sidings to reduce the impact of single-track systems and others - would help both freight and passenger service. The central role these actions would play in maintaining and enhancing overall rail service in the corridor supports its Tier I designation.

**Implementation Actions:** As with the actions mentioned to support rail passenger service, studies are needed to better identify the most critical investment areas, followed by the associated design and implementation phases. NYSDOT, CP Rail and others have provided reasonable support in this area in recent years, although there are considerable areas for improvement. A number of the activities defined in the 2002 Memorandum of Understanding (MOU) between New York and Quebec will be completed by 2005. Other on-going and proposed actions involving facilities needing upgrading, improved maintenance and related actions will then be prioritized and addressed as funding is available.

• **Port of Albany Master Plan Activities.** The Port’s Master Plan - *Port 2000 Expanding the Reach of the Port of Albany/Rensselaer* - has identified a wide range of actions to improve its container-handling operations, make more efficient use of its available landside space, improve safety, and numerous related programs. A number of these improvements have already been implemented or are in the planning or design phase; however, the Port’s critical role in the movement of freight in the corridor supports its Tier II designation.

**Implementation Actions:** The ability of the Port to take full advantage of potential increases in container traffic and improve water-rail-truck intermodal operations depends on implementing the full range of waterside and landside improvements called for in the Master Plan. New York State appropriated $1 million in National Corridor Planning and Border Development funds for Port of Albany Operational Improvements in its FY 2005 budget.

• **On-Going Intermodal Studies.** A variety of on-going intermodal planning studies detailed in Section 3.2.4 (Saratoga County Distribution Facility, Plattsburgh Yard Relocation, Capital District Commercial Vehicle Parking Lot and Selkirk Yard Containerized Freight Intermodal Upgrades) will help define the near-term and long-term handling of intermodal freight in the Capital District and elsewhere in the corridor. The Tier III ranking is based on the relatively long-term nature of most of
projects and concepts under consideration in these studies, which are already completed or well underway.

**Implementation Actions:** The studies need to be completed, and coordinated actions taken by public agencies and private shippers based on those studies to ensure that both public and private investments maximize the potential for improved intermodal freight operations in the corridor.

- **Long-Term Rest Area Studies.** Comprehensive, corridor-wide studies are planned in the future by NYSDOT and others to determine the best location for rest area facilities, to better coordinate private truck stops and on-highway truck parking areas, and to assess the potential for separate personal and commercial vehicles facilities – a long-term goal both within the state and nationwide.

**Implementation Actions:** The studies need to be completed and defined actions implemented, along with continued coordination with the private sector, to address these critical elements of the truck freight network.

- **Other Smart Freight Initiatives.** Other freight-related planning studies and concepts identified during this study can each play a small but important role in creating a comprehensive freight network in the corridor. While generally involving longer-term projects beyond the focus of this study, the following warrant continued attention:
  - Continued improvements to the air freight facilities and capabilities at Albany International Airport (many improvements to the freight terminal and related airport operations have recently occurred); and
  - Better highway access to the Port of Albany, including possible tandem lots and ramps and better connections to I-87.

This strategy’s Tier III ranking reflects the fact that these initiatives are already underway.

**Implementation Actions:** The actions needed here are continued support for the evolution of Albany International Airport as a major freight hub, and multimodal studies, projects and funding to support the long-term development of the Port of Albany.

In addition to these specific on-going actions, a variety of general CVO improvements are underway in the corridor, including the roll-out of several “e-credentialing” programs to more efficiently handle vehicle safety and weight inspections and driver and vehicle credentialing. NYSDOT continues to improve OSCAR, its single-source registration system that allows motor carriers a single point of contact to apply, change, pay for, and receive the operating credentials for vehicles. NYSDOT has also pilot-tested NORPASS, a multi-state e-screening system for commercial vehicles, and is currently expanding its promotion of NORPASS. Both agencies’ activities also include rest area improvements, the development of a commercial vehicle inspection station, and the planned application of weigh-in-motion (WIM) and “Virtual” WIM technologies. A number of the other projects included in this Strategic Plan (Port of Excellence, Permanent Truck inspection station) involve the expanded application of these on-going CVO programs.
Proposed Smart Freight Projects and Concepts

The following are the proposed projects and concepts in the Smart Freight area, as defined in Section 3.2.4, the actions needed to implement them in a timely and effective manner, and their assigned priority within the Strategic Plan:

- **Safe and Secure Transportation Program (SSTP) Demonstration.**
  This program would encourage greater public-private partnership in homeland security by combining the “supply chain” efforts of private shippers with State and Federal actions to improve everything from border inspections to vehicle inspections. The proposed demonstration would look to improve on efforts such as FAST and NORPASS and build on private shippers' systems to electronically track goods, reducing the need for trucks to have multiple transponders for homeland security screening, e-credentialing for truck inspections, toll payments and shipment tracking. The fact that this demonstration project would enhance the types of public-private partnerships that are essential to success in the freight security area, and would enhance the effectiveness of ongoing State and Federal CVO and homeland security programs, warrants its Tier II designation.

**Implementation Actions:**

- **Additional Planning or Concept Development Studies** – additional initial planning and coordinating studies are needed to better define the plan and its scope, hold initial coordination meetings through a NYS-SSTP Stakeholder Committee (see below), and define the numerous interface requirements and limitations among the participants (NYSDOT, US CBP, NYS Police, etc.). Initial planning for the program’s Network Operating Center (NOC) would also be required.

- **Detailed Design or Program/Project Implementation** – the design and implementation activities would involve implementing the systems for a number of “supply chain” owners (e.g., a major shipper in the corridor), and setting up the NOC for processing all data and producing reports for program participants. After a period of approximately 9-12 months, the success of the program would be documented and future actions defined.

- **Regulatory or Legislative Action** – no separate regulatory or legislative actions would be needed for this project as presently envisioned, although the innovative nature of the program will likely require decisions by a number of regulatory bodies or agencies (e.g., US CBP, CBSA, NYS Police, etc.) for full program implementation.

- **Agency Coordination** – extensive statewide, national and international cooperation, along with public-private partnerships are required. Given this, a NYS-SSTP Stakeholder Committee (NYSDOT, NYS Police, US CBP, NYSTA, other State and Federal agencies and their Canadian counterparts plus major shippers, freight forwarders, brokers, etc.) would be established to help guide the project throughout its various stages, and to assess its success at the end of the demonstration.

- **Funding Support** – a variety of Federal funding sources, including CVO and Homeland Security areas, may likely be available. Further, private shippers can realize substantial cost savings through this program, and their financial participation in the program would allow much of the public sector’s costs to be recouped.
• **Truck Parking Supply Monitoring.** This program represents a strong example of using tested available ITS technologies to better manage transportation facilities and operations - in this instance the parking of commercial vehicles at truck parking areas along interstate highways. The system would be tested at two existing rest areas, with information provided to drivers through on-highway VMS or HAR messages or other mechanisms made possible by a linkage to the State’s IEN. The potential role of this type of system in the management of the State’s on-highway truck parking area - a vitally important area for both freight operations and highway safety - and the substantial regulatory value of this relatively simple system, support its Tier II designation.

**Implementation Actions:**
- **Additional Planning or Concept Development Studies** - some additional planning and coordinating studies would be needed for this system, primarily in the area of system components (e.g., will license plate reader technology be used, should upstream VMS be the primary method of providing real-time information to drivers, etc.). How the data would be used to adjust the planning and operations of on-highway truck parking facilities, within the context of the State’s overall CVO and rest area programs, would also have to be established.
- **Detailed Design or Program/Project Implementation** - the design and implementation activities would be relatively straightforward, given the information to be gathered and the hardware and software aspects involved. Implementation could also occur relatively quickly.
- **Regulatory or Legislative Action** - no separate regulatory or legislative actions would be needed for this project as presently envisioned.
- **Agency Coordination** - principal coordination would be between the same agencies normally involved in highway operations and safety and CVO programs - NYSDOT, NYSTA, NYS Police and FHWA - along with participation by private trucking groups in the project’s planning and effectiveness evaluations.

• **Electronic Seal Screening and Tracking.** This project, done in cooperation with the US Departments of Agriculture and Homeland Security, will electronically track shipments entering the Port of New York and New Jersey and traveling through New York State to Canada (through international crossing in the Buffalo/Niagara Falls area or at the Champlain crossing), ensuring that the containers in question are not opened in transit. Its Tier I ranking is warranted given the substantial benefit of this relatively simple system and its value as a demonstration project in the development of other more advanced freight tracking systems.

**Implementation Actions:**
- **Additional Planning or Concept Development Studies** - initial planning activities have already happened, with some in-field equipment already installed (by NYSTA).
- **Detailed Design or Program/Project Implementation** - limited design activities are needed for this relatively low-tech yet effective application of transponder technology.
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- Regulatory or Legislative Action - no separate regulatory or legislative actions would be needed for this project as presently envisioned.

- Agency Coordination - coordination is required between NYSDOT, NYSTA and US and Canadian customs officials (US Departments of Agriculture and Homeland Security, Canada Border Service Agency) for full program implementation.

- Funding Support - Federal funding sources have been identified for this program.

**Kenwood Intermodal Yard Expansion.** This project would increase the capacity and productivity of this existing facility to maintain and promote intermodal freight growth in the Capital District. The project includes track and yard improvements, which when combined with related Port of Albany Master Plan actions and recommended improvements to CP Rail’s Canadian Main Line could meaningfully improve the corridor’s rail freight and intermodal capabilities. The project is designated as a Tier II strategy based on the yard’s role as a critical link in the corridor’s freight network.

**Implementation Actions:**

- Additional Planning or Concept Development Studies - further planning and conceptual design studies are needed to define the necessary yard and track improvements, and to prioritize them in light of likely funding limitations.

- Detailed Design or Program/Project Implementation - upon completion of the planning and concept studies noted above, the recommended yard improvements could be designed and implemented.

- Regulatory or Legislative Action - no separate regulatory or legislative actions would be needed for this project as presently envisioned.

- Agency Coordination - primary coordination would involve CP Rail, Norfolk Southern, NYSDOT (for both planning and funding, and connections to the adjacent interstate highways) and the Port of Albany.

- Funding Support - an initial program of improvements has been identified and after further refinement would be implemented in priority order within the funding limits for the overall rail program.

**Improved Truck Access to “Build Now-NY” Sites.** This project has a very limited but important goal - to provide better access between I-87 and identified economic development sites. Local roadway connections between Exit 18 (Warren County) and key “Build Now-NY” sites are inadequate given the likely traffic they will generate and the conflict with traffic along those same roadways traveling between the highway and the City of Glens Falls. The short connector roadway would enhance access to the development site and avoid conflicts with other area traffic. The Tier III designation reflects its localized nature and the long-term perspective of the site’s broader development.

**Implementation Actions:**

- Additional Planning or Concept Development Studies - the initial planning phase is complete, although some brief environmental or traffic studies will be needed under
Federal (NEPA) or New York State (SEQRA) procedures depending on funding sources.

- **Detailed Design or Program/Project Implementation** - the project is ready to enter into the design and implementation phases.

- **Regulatory or Legislative Action** - no separate regulatory or legislative actions would be needed for this project as presently envisioned, other than required NEPA/SEQRA studies as noted above.

- **Agency Coordination** - primary coordination would be between local transportation and development agencies (through the Adirondack/Glens Falls Transportation Council) and NYSDOT, along with the Warren County Economic Development Corporation.

- **Funding Support** - New York State earmarked $1 million in Interstate Maintenance funds for the project in its FY 2005 budget.

### 4.2.5. I-87 Innovation Showcase

Section 3.3 presented the concept of an I-87 Corridor Innovation Showcase, a dedicated program and organization to ensure that the identified key Smart Corridor technologies, concepts and programs are in fact developed. Its sole focus would be to ensure that the corridor’s transportation system was as safe, efficient, and effective as possible, using the Corridor Strategic Plan as the mechanism for achieving that goal. It would implement the Smart Corridor vision on a programmatic basis and administer the day-to-day execution of the projects that have evolved from it. Development of this type of structure would be carried out within the framework of NYSDOT’s on-going Transformation process, which is seeking to shift planning, implementation and operations away from a regional perspective toward a corridor-based model.

Given the potential importance of this corridor-based program structure, developing this Showcase in order to achieve the overall Smart Corridor vision for I-87 is considered a Tier I strategy.

### 4.2.6. Summary

Table 4-1 summarizes the priority ranking of the component elements of the Corridor Strategic Plan. As shown, the Plan elements with the highest priority are generally in the following areas:

- Continued testing, development and application of ITS Smart Highways and Smart Public Transportation projects in the corridor’s two most heavily travelers segments – the Albany Capital District and the I-87/I-287 corridor in Rockland/Orange Counties within the Greater New York City Metropolitan Area.

- Rapid development of a Smart Freight corridor through advanced truck freight inspection and monitoring systems, start-of-the-art border crossing facilities, and expanded public-private participation and cooperation in a variety of program areas.

- Completing the development of necessary telecommunication systems along the entire corridor.

- Using available detection and communication technologies to identify and monitor elements of the transportation system, informing customers about changing conditions and alternative options and adjusting system operations to correct identified problems.
### Table 4-1: Summary of Strategic Corridor Plan Project Priority

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