**Real-time System Management Information Program – Final Rule**

Roll-out Conference Call  
November 4, 2010

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**Agenda**  
- Background / SAFETEA-LU  
- Provisions of the Rule  
- Changes from NPRM  
- Request for Additional Comments  
- Rule Summary  
- Next Steps

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**Background – Legislation**  
- SAFETEA-LU, Subtitle B, §1201  
  - Real-Time System Management Information Program  
  - Establish a real-time system management information program in all States  
  - Monitor traffic & travel conditions of the major highways  
  - Share information to address congestion problems and facilitate traveler information.

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**Background – Approach**  
- No new funding provided  
  - Explicit Federal-aid eligibility under NHS, STP, CMAQ  
  - Technology & detailed approach agnostic  
  - Information-based requirements  
  - Build off of existing systems  
  - Most States currently have some information  
  - Potential applications of information  
  - Real-time performance monitoring  
  - Traveler information

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**Provisions of the Rule – 23 CFR 511 (1/2)**  
- Two-stage implementation  
  - All Interstates within 4 years (November 8, 2014)  
  - Other metropolitan "Routes of Significance" as identified by States in collaboration with local agencies within 5 years (November 8, 2016)  
- Information to be made available  
  - Construction lanes closures  
  - Road- or lane-blocking traffic incidents  
  - Hazardous conditions and road or lane closures due to adverse weather  
  - Travel times (in Metropolitan areas)  
- "Metropolitan" defined as greater than 1 million

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- Timeliness of information  
  - Construction & Incident information within 20 minutes / within 10 minutes in Metro areas  
  - Adverse weather conditions within 20 minutes  
  - Travel times within 10 minutes  
- Quality measures  
  - Accuracy of 85%  
  - Availability of 90%
Changes from NPRM (1/3)

- Change times for compliance from 2 to 4 years for initial (Interstate routes) phase, and from 4 to 6 years for phase 2 (other routes of significance as identified by States/locals).
- Allows time to examine Regional ITS Architectures and transportation plans to accommodate Real-Time Program.
- Allows time to establish institutional arrangements (as needed) to meet 24/7 monitoring requirements, e.g., police or other public agency observation of road/lane closures.
- Allows States to consider/fund Program requirements across an additional budget years.

Changes from NPRM (2/3)

- Change roadway weather requirements from all conditions to hazardous conditions and road/lane closures due to adverse weather conditions.
  - Aligns weather impacts with those associated with construction & incidents.
  - Reduces infrastructure or other cost requirements to meet weather reporting parameter, providing flexibility to States in addressing needs.

Changes from NPRM (3/3)

- Require States (in collaboration with FHWA) to identify methods used to ensure quality of information meets minimum requirements.
- Travel times only required for limited-access routes.
  - Addresses comments about arterials.
- Highlight institutional “partners”.
  - Helps address filling 24/7 gap in some States.
  - Addresses comments regarding MPOs’ role (i.e., no change to existing relationships with State).

Not in the Rule

- No requirement for dissemination to general public, use of specific technologies or specific applications.
- No method identified or discussed for measuring accuracy or other quality metrics.

Final Rule with Request for Comments

- First time for FHWA.
  - Rule is Final with publication, but...
  - the Rule seeks additional comments about costs & benefits and general information about current and planned programs.
  - Uncertain what will be done with comments.
- Five questions with responses to be sent to the Docket:
  2. Total impacts on States & metro areas.
  3. Alternate methods for calculating benefits.
  4. Technologies used to gather & disseminate information.
  5. Alternate ways to identify applicable metro areas than population.

Rule Summary

- Program requirement is for establishing information & not delivery of information.
  - Not technology-specific; observations can satisfy most of Program requirements (except travel times).
  - Highlight potential of privately-provided data in meeting requirements.
  - Extend times for compliance by 2 years.
  - “Self-certification” for information quality.
    - States obtain FHWA (Division) concurrence in proposed methods/plans for checking quality & availability against parameters, allowing States flexibility in choice of technologies, approaches, etc.
  - Travel times in metro areas for Other Routes of Significance (beyond Interstates) will only be required on limited-access roadways.
    - Premature to require arterial data collection/use.
Compliance
For roadways identified under Real-time System Management Information Program (Interstates plus other Routes of Significance)

- Processes established & implemented for gathering required information
  - Automated or other methods of observation for detecting road & lane closures due to traffic incidents, construction or adverse weather, and hazardous driving conditions
  - Methods for determining travel times in major metropolitan areas

- Identification & publication of method for making real-time information available and information is available
  - Physical method (Web service, FTP, dedicated data link, etc.)
  - Access rules (registration, data formats, etc.)

- Process identified & underway for gauging & assuring quality of information
  - Individual by State since implementation details will vary by State

“Enforcement”

- Periodic / spot checks of available information
  - Confirming awareness of method to access information and of availability of the information

- Process Reviews
  - Confirm States’ processes for gathering information and checking / correcting quality

Assistance / Resources Planned

- Guidelines for implementing the provisions of 23 CFR 511
  - Webinars

- “Checklist” for helping gauge compliance

- Summary / case studies of successful practices

- HQ / RC / Division contacts for assistance

Next Steps

- “Roll-out” information
  - Webcasts & other broad announcements
  - Focus on AASHTO & other stakeholders

- Determine baseline implementation status
  - Work with Divisions to determine status

- Update Data Exchange Formats
  - Activities to determine appropriate standards, update guidance, etc.

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