

Real-time System Management Information Program – Final Rule

Roll-out Conference Call
November 4, 2010

Agenda

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

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.

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

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 6 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

Provisions of the Rule – 23 CFR 511 (2/2)

- 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

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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

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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)

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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

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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
 1. Costs & benefits of individual provisions
 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

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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

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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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