

Real-time System Management Information Program - Final Rule & Request for Comments

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Agenda

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

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
- No specific (i.e., new) enforcement actions
 - Usual Federal oversight, stewardship actions

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

Final Rule with Request for Comments

- First time for FHWA
 - Rule is Final with publication, but...
 - the Rule seeks comments about costs & benefits and general information about current and planned programs.
- Five questions with responses to be sent to the Docket
 - Docket ID: FHWA-2010-0156-0001 at [Regulations.gov](http://www.regulations.gov)
 - Responses due by **December 23, 2010**
- *Responses & comments must be submitted to the Docket!*
 - Comments & questions during this webinar do not constitute submission to the Docket.

Request for Comments - 1st Question

- What are the costs and benefits of each individual provision required under rule?
- If some provisions have net costs, would certain modifications to those provisions lead to net benefits?

Request for Comments - 2nd Question

- What are the impacts of requiring these provisions on States and Metropolitan Areas (do some States and Metropolitan Areas realize net costs instead of net benefits)?
- If some States and Metropolitan Areas realize net costs, would certain modifications to provisions ensure net benefits?

Request for Comments - 3rd Question

- Is there a specific, alternative approach to calculating costs and benefits that would be more appropriate than the current use of the Atlanta Navigator Study?

Request for Comments - 4th Question

It is important to understand how information is typically disseminated so that the technologies used to collect and monitor data is compatible with technologies used to disseminate this information. This is especially important to keep up with new technological advances and to ensure that States use the most effective, low cost methods to both collect and disseminate information.

A. What technologies States will use to collect and monitor information under this rule?

B. What technologies are States planning to use to disseminate this information or what are they already using?

C. Do the technologies State plan to use present any interoperability issues? Do they allow for use of advanced technologies that could be the most cost-effective means of collecting and disseminating this information?

D. Are there any structural impediments to using low-cost advanced technologies in the future given the provisions and specifications contained in this rule?

E. Given the research investment into wireless communications systems in the 5.9 GHz spectrum for Intelligent Transportation Systems applications, to what extent could systems in this spectrum also be used to fulfill the requirements of this rule and/or enable other applications?

F. Given that there are legacy technologies in place now, and that there are new technologies on the horizon that are being adopted, how can we ensure that investments made today to comply with this rule are sustainable over the long term?

Request for Comments - 5th Question

- This rule defines *Metropolitan Areas* to mean the geographic areas designated as Metropolitan Statistical Areas by the Office of Management and Budget with a population exceeding 1,000,000 inhabitants. Is this population criterion appropriate, rather than considering traffic, commuting times, or other considerations?

Next Steps

- Continue “Roll-out” information
 - Webcasts, presentations
 - Guidelines, successful practices
- Summarize & assess comments
- Determine baseline implementation status
 - Work with FHWA Divisions & States
- Update Data Exchange Formats
 - Activities to determine appropriate standards, update guidance, etc.

Contact

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