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Intelligent Transportation Systems Committee — Sacramento Region ITS Partnership

Wednesday – November 19, 2014 at 10:00 a.m.

Sacramento County Traffic Operations Center - Conference Room
9630 Conservation Road
Sacramento, CA 95827

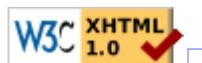
Conference Call: 888-431-3598, Access Code: 9717870703

1. Introductions / Information Sharing – All (10:00-10:45)
2. Overview/Update Caltrans District 3 – Concept of Operations and Integrated Corridor Management Planning – Jeff Morneau (10:45 – 11:15)
3. Castle Rock Project Update – Mark Heiman (11:15-11:20)
 - Project schedule
 - WAZE W10 information and potential access to data feed
4. Introduction - Identification of Routes of Regional Significance – Mark Heiman (11:20 – 11:40)
 - Proposed Reporting Criterion (follows agenda)
5. Adjournment (11:40)

The next meeting is scheduled for Wednesday, December 17, 2014 (no telephone conference available) or January 21, 2015 (conference available), from 10:00-12:00 at:

SACOG Office – Rivers Room
1415 L Street, Suite 300
Sacramento, CA 95814

The Meridian Plaza Building is accessible to the disabled. If requested, this agenda, and documents in the agenda packet can be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof. Persons seeking an alternative format should contact SACOG for further information. In addition, a person with a disability who requires a modification or accommodation, including auxiliary aids or services, in order to participate in a public meeting should contact SACOG by phone at 916-321-9000, e-mail (sacog@sacog.org) or in person as soon as possible and preferably at least 24 hours prior to the meeting.





California Department of Transportation

Division of Traffic Operations

Office of Traffic Management	<u>Date:</u> October 30, 2014
<u>Subject:</u> Criteria for Designating Routes of Significance (23 CFR 511)	Statewide Quarterly Traveler Information Meeting

PURPOSE

In compliance with Moving Ahead for Progress in the 21st Century (MAP-21), The Federal Highway Administration (FHWA) under regulation 23 CFR 511 Subpart C, requires States to work with local or regional agencies to establish Routes of Significance (RoS) in metropolitan areas that meet or exceed a population of one million. The purpose of this document is to outline the criteria to designate a roadway as a RoS.

There are six regional areas that exceed one million in population in California. These areas fall under the jurisdiction of one or more of the following metropolitan areas:

- Association of Monterey Bay Area Governments (AMBAG)
- Council of San Benito County Governments (San Benito COG)
- El Dorado County Transportation Commission (EDCTC)
- Los Angeles County Metropolitan Transportation Authority (LACMTA)
- Metropolitan Transportation Commission (MTC)
- Orange County Transportation Authority (OCTA)
- Placer County Transportation Planning Agency (PCTPA)
- Riverside County Transportation Commission (RCTC)
- Sacramento Area Council of Governments (SACOG)
- San Bernardino Associated Governments (SANBAG)
- San Diego Association of Governments (SANDAG)
- Southern California Association of Governments (SCAG)

DEFINITION

FHWA defines RoS as non-interstate roadways in metropolitan areas designated by States as meriting the collection and provisions of information related to traffic and travel conditions. Factors to consider in designating RoS include roadway safety (i.e., crash rate, routes affected by environmental events), public safety (i.e., evacuation routes), economic productivity, severity and frequency of congestion and utility of the highway to serve as a diversion route for congestion locations.

REQUIRED ACTION AND DEADLINES

Please provide contact information for the individual/s that will assume responsibilities for your agency regarding RoS to Caltrans' Traveler Information Coordinator by **November 7, 2014**.

Please provide a list of your proposed RoS to Caltrans' Traveler Information Coordinator by **April 10, 2015**. Along with the list of RoS, please describe how each RoS meets or will meet the criteria.

Please plan to attend the team teleconference the **first week of December 2014**. The date and time are to be determined.

CRITERIA

Caltrans will work with MPOs and RTPAs to establish RoS in their regions. It is expected that MPOs and RTPAs coordinate directly with local agencies in identifying, reporting and monitoring RoS. MPOs and RTPAs proposing RoS must meet specific criteria as outlined in the table in order to reach compliance and meet upcoming deadlines. **If the criteria for the proposed RoS are not met by June 30, 2015, the proposed RoS will not be approved.** Caltrans recommends limiting proposed RoS to roadways that currently have reporting for all provisions listed on the following page.

Provisions for Traffic and Travel Conditions Reporting	Criteria	Supporting Justification
Construction Activities	<ul style="list-style-type: none"> • Information must be stored in a database in an XML format. • Information must be available to Caltrans within 5 minutes or less from the time of the closure or reopening for roadways. 	<ul style="list-style-type: none"> • Most compatible format to transport, store and share data. • Caltrans must have the information within 5 minutes in order to meet the timeliness of availability of 10 minutes or less (for FHWA reporting purposes).
Roadway and Lane Blocking Incidents	<ul style="list-style-type: none"> • Information must be stored in a database in an XML format. • Information must be available to Caltrans within 5 minutes or less from the time the incident is verified for the closure or reopening of roadways. 	<ul style="list-style-type: none"> • Most compatible format to transport, store and share data. • Caltrans must have the information within 5 minutes in order to meet the timeliness of availability of 10 minutes or less (for FHWA reporting purposes).
Roadway Weather Observations	<ul style="list-style-type: none"> • Information must be stored in a database in an XML format. • Information must be available within 15 minutes or less from the time the hazardous conditions, blockage or closure is observed. 	<ul style="list-style-type: none"> • Most compatible format to transport, store and share data. • Caltrans must have the information within 10 minutes in order to meet the timeliness of availability of 20 minutes or less (for FHWA reporting purposes).
Travel Time	<ul style="list-style-type: none"> • Information must be stored in a database in an XML format. • Information must be available to Caltrans within 5 minutes or less from the time the travel time calculation is completed. 	<ul style="list-style-type: none"> • Most compatible format to transport, store and share data. • Caltrans must have the information within 5 minutes in order to meet the timeliness of availability of 10 minutes or less (for FHWA reporting purposes).
Information Accuracy	<ul style="list-style-type: none"> • The local or regional agency shall have a strategic plan to monitor and maintain a level of accuracy at or above 85% or demonstrate a maximum error rate of 15% by June 1, 2016. • The local or regional agency must share the strategic plan with Caltrans prior to June 1, 2016. • Accuracy levels must be shared with Caltrans on a quarterly basis. 	<ul style="list-style-type: none"> • The strategic plan is necessary to ensure the accuracy is monitored and maintained on a consistent basis. • The plan shall be shared with Caltrans in order to meet approval by FHWA. • Caltrans must have the capability to retrieve the accuracy levels on a quarterly basis for reporting purposes to FHWA.
Information Availability	<ul style="list-style-type: none"> • The local or regional agency shall have a strategic plan to monitor and maintain the availability of information at a minimum of 90% by June1, 2016 • The local or regional agency must share the strategic plan with Caltrans prior to June 1, 2016. • Availability levels must be shared with Caltrans on a quarterly basis. 	<ul style="list-style-type: none"> • The strategic plan is necessary to ensure the availability is monitored and maintained on a consistent basis. • The plan shall be shared with Caltrans in order to meet approval by FHWA. • Caltrans must have the capability to retrieve the availability levels on a quarterly basis for reporting purposes to FHWA.

BACKGROUND

23 CFR 511 Subpart C establishes the Real-Time System Management Information Program (RTSMIP). The RTSMIP is the program used by States to gather and make available data for traffic and travel conditions.

The RTSMIP is to provide the capability to monitor the real-time traffic and travel conditions of the major highways of the United States and to share this data with State and local governments and the traveling public. Establishment of the RTSMIP for traffic and travel conditions on interstate highways shall be completed no later than **November 8, 2014**. The compliance report for the 2014 deadline has been submitted by Caltrans to FHWA for approval. Traffic and travel conditions include:

- Road and lane closures due to construction, traffic incidents or other events
- Roadway weather or other environmental conditions restricting or adversely affecting travel
- Travel times or speeds on limited access roadways in metropolitan areas that experience recurring congestion.

The specific regulations, as designated in 23 CFR 511.309, are listed below:

- *Construction Activities*: The timeliness for the availability of information about full construction activities that close or reopen roadways or lanes will be 10 minutes or less from the time of the closure or reopening for roadways within Metropolitan areas. Short-term or intermittent lane closures of limited duration that are less than the required reporting times are not included as a minimum requirement under this section.
- *Roadway and Lane Blocking Incidents*: The timeliness for the availability of information related to roadway or lane blocking traffic incidents will be 10 minutes or less from the time that the incident is verified for roadways within Metropolitan Areas.
- *Roadway Weather Observations*: The timeliness for the availability of information about hazardous driving conditions and roadway or lane closures or blockages because of adverse weather conditions will be 20 minutes or less from the time the hazardous condition, blockage, or closure is observed.
- *Travel Time Information*: The timeliness for the availability of travel time information along limited access roadway segments within Metropolitan Areas will be 10 minutes or less from the time that the travel time calculation is completed.
- *Information Accuracy*: The designed accuracy for a real-time information program shall be 85% accurate at a minimum, or have a maximum error rate of 15%
- *Information Availability*: The designed availability for a real-time information program shall be 90 percent available at a minimum.

As a supplement to the RTSMIP, States shall collaborate with local or regional agencies to designate RoS in metropolitan areas that meet or exceed a population of one million. All public roadways including arterial highways, toll facilities and other facilities that apply end user pricing mechanisms shall be considered when designating RoS. Caltrans is working to establish the RTSMIP for traffic and travel conditions reporting along State-designated RoS by **late spring 2016**.