



REVISÉ

-PLANNING AND PROGRAMMING COMMITTEE  
FEBRUARY 16, 2005

**SUBJECT: SERVICE AGREEMENT FOR ACCESS TO LACMTA REAL TIME  
FREEWAY TRAFFIC CONGESTION INFORMATION THROUGH  
REGIONAL INTEGRATION OF INTELLIGENT TRANSPORTATION  
SYSTEMS (RIITS) NETWORK**

**ACTION: APPROVE NON-EXCLUSIVE SERVICE AGREEMENTS WITH THIRD  
PARTY RIITS USERS**

### RECOMMENDATION

- A. Authorize the Chief Executive Officer to execute non-exclusive Service Agreements with approximately 30 Information Service Providers (ISPs) and public agencies to access real time freeway traffic congestion information from the LACMTA RIITS network that they currently receive from Caltrans' Traffic Vision Service for up to twelve months.
- B. Authorize the Chief Executive Officer, at his discretion to execute additional non-exclusive Service Agreements with ISPs that are not currently Traffic Vision Service Users if the RIITS Network is functioning without problems.**

### ISSUE

Caltrans has requested that Metro fill-in and continue the transmittal of freeway traffic congestion information to approximately 30 ISPs and public agencies beginning in March 2005 while Caltrans relocates into their new Transportation Management Center (TMC). Caltrans District 7 currently provides real time freeway traffic congestion data through their Traffic Vision Service to approximately 30 ISPs and local government agencies free of charge. The ISPs, in turn disseminate this real time freeway traffic congestion information throughout Los Angeles and Ventura Counties. Caltrans notified staff that its Traffic Vision Service will be temporarily shut-off starting in March 2005 for up to twelve months.

### POLICY IMPLICATIONS

The recommended action supports Metro's Short Range Transportation Plan and the near-term strategies of the Long Range Transportation Plan by helping to improve system management, demand management, and the provision of real time traveler information.

Broad dissemination of the travel information can be effectively accomplished to the public via ISPs and other public agencies.

The proposed non-exclusive Service Agreement would continue the information requested by Caltrans to the approximately 30 ISPs and public agencies that currently receive real time freeway traffic congestion information from Caltrans Traffic Vision Service. The access provided to the approximately 30 existing ISPs and public agencies would accomplish the objective of enabling a wide and efficient dissemination of real time traffic, transit and incident information to a spectrum of travelers within the Los Angeles County.

The Service Agreements if executed would be managed and processed by the Countywide Planning and Development (CP&D) Department, which also functions as the RIITS Network administrator. The Los Angeles County Regional ITS Architecture Configuration Management Committee would exercise oversight over the operation and management of the RIITS Network and all related work tasks.

## **DISCUSSION**

The execution of Service Agreements with the approximately 30 existing ISPs and public agencies that is acceptable to the Metro is time sensitive because Caltrans' Traffic Vision Service will be shut down soon. The proposed Service Agreement would enable the existing ISPs and public agencies that currently receive freeway congestion data via Caltrans Traffic Vision Service to continue to receive the same data from the RIITS Network.

**There are additional ISP's who were not able to connect to the Caltrans Traffic Vision Service because of capacity limitations. Several of them have requested to connect to Metro's RIITS. If RIITS performs as expected, staff would add additional ISP's beyond those currently connected to Caltrans Traffic Vision.**

The proposed Service Agreement would provide the real time freeway congestion information with a nominal sign-up fee for the private ISPs to establish Metro's future intent to charge an assessment fee in the future. Given the high interest of ISPs in accessing real time freeway traffic congestion data and other real time data (i.e., incidents, city street congestion and Metro Bus and Rail operations) from the RIITS Network, the CP&D Department is in the process of retaining a consultant to conduct a Regional Traveler Information Fee Assessment Study to examine if an assessment fee should be charged and if so, how should such a fee be set and how much would be reasonable. The findings and recommendations of the study will be presented to the Board for approval before any fees are levied. ~~There are currently an additional 30 ISPs on the waiting list to receive Caltrans' Traffic Vision Service. Metro is not offering to enter into agreements with these ISPs until such time as Metro determines whether a fee for RIITS data should be charged.~~

The proposed Service Agreement with the approximately 30 existing ISPs and public agencies is essentially the same as the Agreement that Metro recently entered into with Traffic Gauge. It would set specific terms and conditions on the use and dissemination of real time freeway traffic congestion data on the RIITS Network. However, staff is proposing

to charge a nominal one-time sign up fee of one hundred dollars (\$100.00) for the private ISPs to access the real time freeway traffic congestion data. The proposed Service Agreement will also stipulate that the RIITS users may be subject to an assessment fee to be established by the Board.

## **OPTIONS**

Metro could choose not to provide the real-time freeway traffic congestion data to the approximately 30 existing ISPs and local public agencies. This is not recommended as Caltrans will soon shut down their Traffic Vision Service and Metro's LRTP and SRTP call for wide dissemination of traveler information throughout the County to inform both traffic system management and transportation demand management.

A second option is for Metro to charge a larger assessment fee to the RIITS users effective immediately. This option is not recommended because (1) the costs by data contributing agencies and Metro are yet to be determined and comprehensively analyzed, (2) the freeway traffic congestion data provided by Caltrans is currently made available to ISPs and public agencies at no cost, (3) there had been no formal discussion on the assessment fee, its structure and revenue sharing among the current data contributing agencies, and (4) a user assessment fee could increase the obligations of Metro and Caltrans to provide uninterrupted data flow and reliable network service.

**A third option is for Metro to not allow additional ISPs that are not currently Traffic Vision Users to use the system until the pricing study is completed. This is not recommended because it is beneficial to have as broad a dissemination of traffic information to the public.**

## **FINANCIAL IMPACT**

The recommended action will not impact the Metro's FY 04-05 budget. It may result in the collection of a total one-time sign-up fee up to three thousand dollars (\$3000.00) dollars from the approximately 30 existing ISPs and public agencies that are currently receiving traffic data from Caltrans Traffic Vision Service.

## **NEXT STEPS**

Assuming Board's approval, the proposed Service Agreement would be made available to the approximately 30 existing ISPs and public agencies that currently receive real time freeway congestion data from Caltrans Traffic Vision Service.

The CP&D Department will bring back the findings of the Fee Assessment Study for RIITS network users with recommendations for Board's consideration and adoption within approximately six months.

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