

APPENDIX C

ARTIMIS INFORMATION POLICY Ohio Department of Transportation (ODOT) Kentucky Transportation Cabinet (KYTC) ARTIMIS Policy Committee

The following Program Objective and Information Policy Statements, unless amended by the signatory parties, shall be in effect until September 30, 1998. After that date, this approach to Program Management will be extended or a different approach put into place.

The signatory parties have spent many hours deliberating relevant issues in developing these Statements. In addition, five well-known experts from other State Departments of Transportation were consulted for advice and input.

ARTIMIS PROGRAM OBJECTIVE

The objective of the ARTIMIS Program is to more effectively detect and manage congestion in the Cincinnati-Northern Kentucky Urbanized Area, whether due to capacity or incidents. ARTIMIS activities will concentrate on the freeway and expressway systems. The primary function of the equipment, the Control Center, and other services included in the Program is to expedite clearance of incidents on those covered roadways. As part of these efforts, information will be provided to the traveling public to assist in making informed decisions about their travel, thereby reducing frustration and delay, improving motorist safety, and reducing emissions of pollutants.

All travel data and information provided by ARTIMIS directly to the traveler (i.e., via Changeable Message Signs, Highway Advisory Radio, and the Traffic Advisory Telephone System) is to be free of charge. This basic principle, however, does not preclude any private sector entity from obtaining data acquired from publicly funded equipment and activities, adding value to the information, and using the information for commercial purposes. Further, any private sector information provider may, with its own resources, obtain travel data, convert it to information, convey it to the traveler, and charge a fee or obtain remuneration as it sees fit.

The ARTIMIS Policy Committee, ODOT and KYTC recognize that the initial operations of ARTIMIS are critical to meeting the stated Program Objectives. In addition, it is the desire of these organizations to maximize the public investment that has been made in ARTIMIS. Therefore, after consideration of the many factors which may affect the achievement of these objectives, and after consultation with other DOTs around the nation, the following ARTIMIS Information Policy is hereby approved.

ARTIMIS INFORMATION POLICY

The Kentucky Transportation Cabinet is to maintain the Competitively-awarded Contract and Subcontract currently in effect with TRW and SmartRoute Systems, with a clarification in the revenue-sharing clause of Change Order Number 2 that 50% of net revenue is equal to 30% of gross revenue. Further, in accord with the ARTIMIS Program Objective, TRW and SmartRoute will, at all times, give first priority to Control Center Operations.

The ARTIMIS Policy/Technical Committees are to develop a strict protocol on all media/information provider personnel operating in the Control Center. Specifically, no interference with traffic management activities will be tolerated.

Media/information providers which are willing to abide by the same revenue sharing formula set forth in Change Order Number 2 will be eligible to access all information gathered by publicly funded equipment subject to the provisions set forth below. At the sole discretion of the Kentucky Transportation Cabinet, barter arrangements may be considered, although cash payments may be necessary.

Each prospective provider must submit a proposal for the method by which the data and information are to be transmitted to their facilities. Each proposal will be analyzed on a first come, first served basis by the ARTIMIS Technical and Policy Committees, and a response provided by the Kentucky Transportation Cabinet within thirty working days.

Each approved provider will be required to provide all equipment, telephone lines, etc. needed to transmit the data to their facilities.

Each media/information provider must furnish a copy of each revenue contract to the KYTC and ODOT. The copy must be furnished within three working days of execution. Failure to furnish any such contract will result in forfeiture of all access to the ARTIMIS Control Center and data.

All records of generated revenue and payments to ODOT and KYTC will be subject to audit by KYTC.

Consistent with the ARTIMIS Program Objectives, ARTIMIS Control Center staff will make every reasonable effort to provide information regarding the occurrence and clearance of major incidents to all media/information providers at no cost.

The ARTIMIS Technical and Policy Committees will continue to monitor activities nationwide concerning Traveler Information Systems. Then, in combination with lessons learned during the initial two years of operation, these Committees will develop a new policy which will be put into effect on October 1, 1998, consistent with any contractual arrangements established to continue ARTIMIS operation.