

Breakout Session 1

Group C - 08/21/02

Addressing ITS? Data Needs
through the INFOstructure -
“Coast to coast with no
surprises”

What BENEFITS would the INFOstructure Bring to the Public (1) ?

- Public does not know how little we know – does this mean they do not know what they are missing? Will they pay for it when it arrives?
- The big three:
 - Save time – also increase predictability
 - Save lives
 - 200,000 killed during TEA 21
 - Improve incident responses
 - Provide and protect “golden hour”
 - Is there more?
 - Better management -- important but less sexy
- But **MUST** be personalized – more than just local
- National consistency – common meanings, as with NWS
- Encourage local ingenuity

What BENEFITS would the INFOstructure Bring to the Public (2) ?

- Important to draw broad boundary
 - Data collection
 - Data management
 - Applications (source of all perceived value?)
- Public and private roles vary by section
- Risk of understating costs and benefits
- How big should this get? Roadways alone not enough
 - Certainly include transit
 - North America? First NAFTA, now
 - Freight and intermodal tracking
 - link with Homeland Security
 - but also feedback to traffic and performance information

What BENEFITS would the INFOstructure Bring to the Public (3)?

- All good technology projects generate unanticipated benefits – may even be more significant than original purpose
- Will not achieve full value until network completed – true from local, regional, and national perspective
- No other industry has so many assets yet knows so little about what is happening – and makes so little use of technology
- Velocity of change is a factor in design and planning
- Must use existing system as effectively as possible
 - Benefits of current system are undersold - LA example
 - Also unused systems – loops that do not work ...
 - Need to integrate what is there already

What Information is Needed to Support Transportation Activities

- Institutional integration needed
- Define how information will be used, not just how collected and organized
- National vs. local debate –
 - Consistent system when viewed by user is essential.
 - Not identical to a standards/architecture driven process
 - National perspective required to bring private sector in
- Where does the INFOstructure start and where does it stop?
- Find medium hanging fruit
 - Performance measures in WA help getting more dollars

What Data Are Needed?

- What data should the INFOstructure provide?
 - Arterial information
 - Managing the assets
 - Make full use of what is there now
 - Toll road operators as example – toll tags as probes
 - Different systems can augment each other
 - Consider network effects and economy of scale
- Need to define what we are going to do with the data - management, operations, customers
- National vision needed first – will make it easier to describe roles of stakeholders
- How will it be funded? O and M concerns
- Institutional issue came up many times

How Can INFOstructure Help Address Homeland Security Issues?

- Benefit of integrating existing information
- Detect biological, chemical hazards – use shared infrastructure
- Focus on Homeland security needs that can support operational information
- Freight and intermodal tracking – hazardous shipments in particular
- North American system? Worldwide compatibility?