The presentation should be about technology not restricted to geospatial technologies
Work on GIS began in late 1950s, the first GIS software came in mid 1970s. Where are we thirty years later…

- Integration and currency of transportation data remains a roadblock to sharing
- Requirements for formal agreements for sharing sensitive data
- Need to recognize we are data dependant and shouldn’t create it on our own
- General paranoia over serving transportation data over the Internet
- Not a quick return on investment, but it is a required investment

Transportation business is a data hungry business – data collection is based on our regulatory responsibilities

1.) There are challenges facing us today that weren’t facing us 10, let alone 30 years ago.

Economic health linked to responsible decisions regarding mobility

24/7 access to information and services, (lane closures), increased coordination, limited resources, reduced enterprise focus – gone are the days of solving congestion just by building more lanes

In the panel this afternoon we are going to discuss these issues

2.) Requires involvement of legal staff, confidentiality statements and issues regarding communication with the public

3.) Decisions range from simple, straightforward decisions to complex, multi-modal, model-level decisions

Prioritizing requires levels of information – in the past that information was collected and maintained by the office that made that decision – not true any longer – decisions are multi-jurisdictional and the public is a part of the decision making process.

4.) Pressure from the industry and public for Internet accessible information

5) Leadership issue – strategic long-term investment strategy to support the highway program
Owners – either group – must have an awareness and an appreciation for the value of the investment they have made in the physical infrastructure…interoperability adds complexity to data sharing…internal core competencies versus public/private partnerships
Quicker solutions, quicker resolutions

We need a multi-disciplinary committee to look at geospatial and cadd technologies – seamless set of information for project delivery – a joint task force in AASHTO with executives like Ekern. The SCOH is reluctant to reach out to the IT community. SCOH isn’t hearing those issues and a joint task could expose these issues to SCOH.

We may have to change our business practices to streamline our project delivery
Just a sample and by no means represents all the work going on – but note that many of these applications are still owned by the function areas responsible for the date – we are being to see widespread adoption of geospatial technologies in our organizations but we lack te central coordination. I would like to recommend that adopt the mantra – CENTRAL COORDINATION, LOCAL CONTROL – CAN FEDERAL HIGHWAYS PROVIDE THAT COORDINATION – THAT IS WHY WE ARE ALL HERE STUDYING THE SUCCESSES AND CHALLENGES OF THE MID-ATLANTIC STATES LET’S AGREE TO AGREE – and come to the realization at we can’t do it alone and that we shouldn’t do it alone – the public demands more from us today and these technologies can deliver on tat demand
Thank You

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