



# Strategic Planning for Transportation for the Nation (TFTN)

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# Strategic Planning Effort – What We Did

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- Identified and engaged stakeholders
- Defined requirements, challenges and opportunities
- Documented progress already made
  - Existing Datasets
  - Best Practices
  - New Ideas
- Explored implementation issues
- Evaluated funding sources

# Stakeholder Outreach Interviews



- Safety
- FHWA Highway Performance Management System
- Intelligent Transportation Systems
- Asset Management



# Stakeholder Outreach Presentations & Workshops



**NSGIC 2010 Midyear Conference**

*"A Collaborative Heading"*

March 7-10, 2010  
Loews Annapolis Hotel  
Annapolis, MD



**ESRI International  
User Conference**

Join us July 12-16, 2010 at the  
San Diego Convention Center



# The Model for TFTN - HPMS

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- FHWA reporting requirements for the Highway Performance Monitoring System (HPMS) include the submission of a geospatial network of all **Federal-aid roads** by each State DOT
- Current reporting requirements for the HPMS could be expanded to require all roads
  - Detailed HPMS attributes would continue to be provided for only Federal-aid roads
  - Annual nature of HPMS reporting provides a **data update mechanism**
  - USDOT works with states to develop basic standards
  - Reporting requirement would **enable states to utilize FHWA funding** for creation and maintenance of inventory

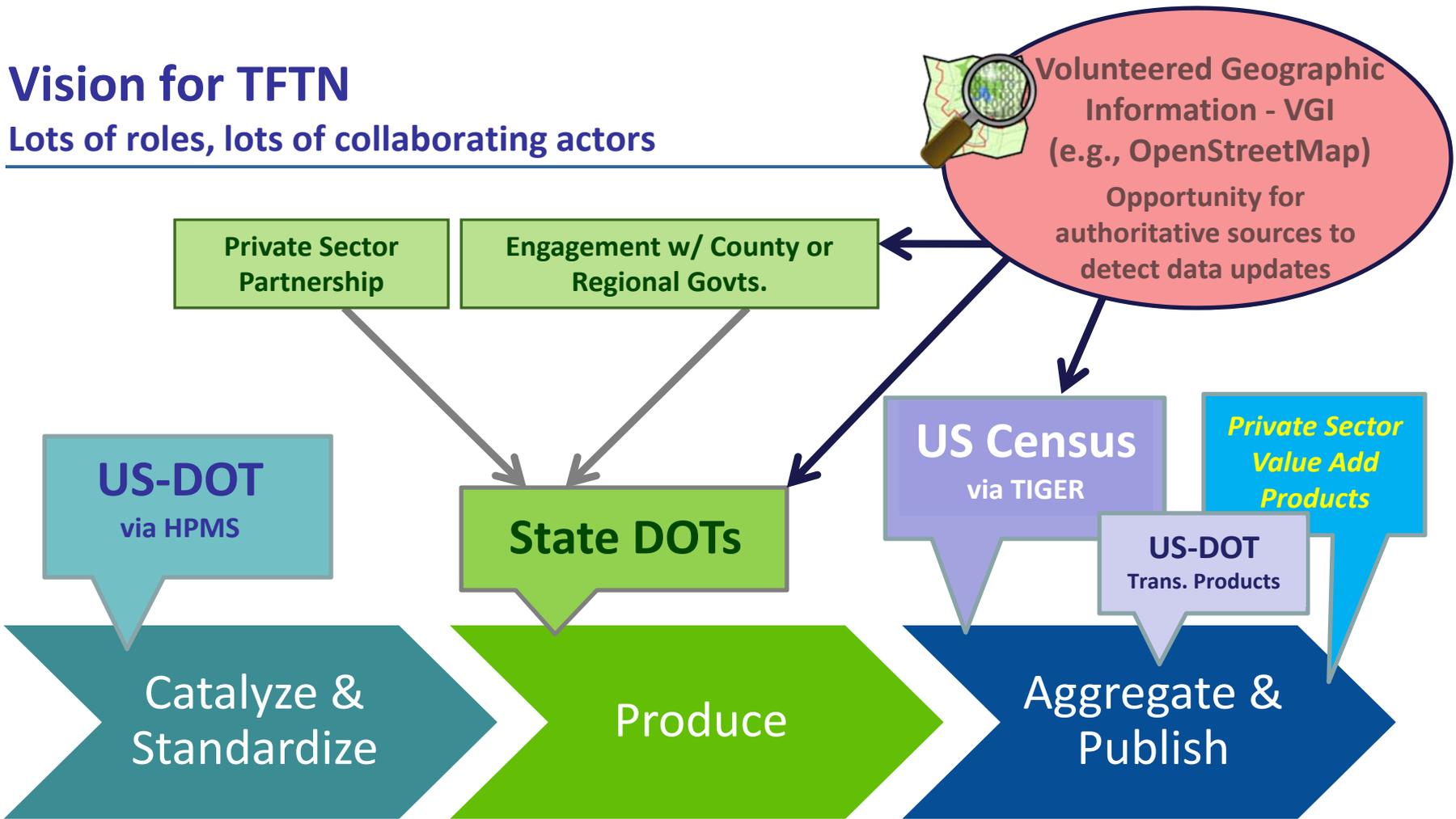
# Obstacles Associated With This Model

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- FHWA has to change the HPMS Reporting Requirements to include all roads in the geospatial submission
- States are not required to work with neighbors for connectivity
- No USDOT resources currently available for aggregation, assembly and publication of a nationwide data set
- The level of quality/accuracy varies from State to State
- Although there is general agreement that the state DOTs are the authoritative source for street centerlines for their respective jurisdictions, there is very little independent verification of their accuracy

# Vision for TFTN

Lots of roles, lots of collaborating actors



- FHWA’s HPMS *annual* reporting
- Opens funding
- Develops standards
- Products support broader US-DOT business needs, such as Safety
- Ability to provide funding support to local entities

- States choose their own methods
- Coordination with state E911 and NG911 efforts
- All roads

- Existing, branded product
- Existing staffing resources for Nationwide data integration
- Expertise in nationwide data assemblage
- Expertise in nationwide data publishing



# Case Studies – “Mini TFTNs”

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1. **OH:** Example of [state activating counties](#)
2. **NY:** Example of [state-private sector partnership](#) for centerlines
3. **MI:** Example of a [state GIS office](#) assisting a state DOT
4. **KY:** Statewide, [multi-purpose centerline](#) used for HPMS, E-911, etc.
5. **VA Counties:** Example of [multiple counties](#) collaborating for centerlines
6. **WA Pooled Funds Study:** Example of a [multi-state, regional data collection and integration effort](#)
7. **I-95 Corridor Study:** Example of [multi-state data integration and update challenges](#)

# TFTN Strategic Plan Status

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- Strategic Plan is complete
- Initial review completed by USDOT (late March)
- Exec-Com review completed (mid April)
- Released to At-Large Committee (late May)
- Distributed to FGDC CG and NGAC (late May)
- Public release on TFTN.ORG

# NGAC Endorsement

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- TFTN Strategic Plan was presented to NGAC on June 8, 2011
- On June 9, 2011, NGAC passed the following recommendation: ***The NGAC commends the U.S. Department of Transportation (USDOT) for developing the new Transportation for the Nation (TFTN) Strategic Plan through the engagement of the stakeholder community. The NGAC encourages USDOT to develop a business plan as the next step in the development of TFTN.***



# Will the Business Plan Happen?

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- RITA lacks the funding for a Business Plan
- FHWA has the funding
  - They fully support TFTN and the recommendations from the Strategic Plan
  - They DO NOT want to fund a Business Plan
- Do TFTN stakeholders believe a Business Plan is necessary?
- If so, what can the stakeholders do to express their concerns and communicate their support of the Business Plan?



# TFTN Without A Business Plan: The Good

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- FHWA believes they are already making progress
  - For the 2010 HPMS submittal, networks received from all but one State DOT
  - 20 State DOTs provided networks for ALL roads
  - Several State DOTs provided dual-carriageway networks
- A search through regulations reveals several avenues to require State DOTs to provide complete networks to support the Safety and Certified Public Mileage programs.
- FHWA is working on submittal guidance that will require State DOTs to submit all roads and dual carriageways starting with the 2013 submittal.
- FHWA has promised to keep the stakeholders involved.



# What's Next

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- Unless the stakeholders express their concerns and wishes, TFTN will likely proceed without a Business Plan
- FGDC Transportation Subcommittee will be looking at best ways to expand TFTN to other modes of transportation.



# Questions/Comments?

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