

Intelligent Transportation Infrastructure Program (ITIP)

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Presentation Outline

- Background
- Program Purpose
- Data Elements
- Program Approach
- Products and Outcomes
- Status

Background

- 5117(b)(3) of TEA-21 Enabled Program Focused on Roadway Performance Measures
- Initiate Program in Pittsburgh and Philadelphia
- \$10.2M Provided Over Life of TEA-21
- 80/20 Federal/Non-Federal Match Requirement
- Provide Private Technology Commercialization Initiatives with Revenue Sharing

Background

- Section 378 of FY01 DOT Appropriations Act Added \$50M for Program Expansion
- Section 1101 of FY02 Defense Appropriations Act Identified Eligible Areas for Program Expansion

Eligible Areas

Baltimore	Birmingham	Boston
Chicago	Cleveland	Dallas/Ft. Worth
Denver	Detroit	Houston
Indianapolis	Las Vegas	Los Angeles
Miami	NY/Northern NJ	N.Kentucky/Cinn
Oklahoma City	Orlando	Philadelphia
Phoenix	Pittsburgh	Portland
Providence	Salt Lake	San Diego
San Francisco	St. Louis	Seattle
Tampa	Wash., DC	

Program Purpose is Three Fold

- National Data Needs
- State and Local Data Needs
- Commercial Data Needs

National Goal

The goal at the national level is to develop an ability to measure the operating performance of the roadway system in metropolitan areas.

State and Local Data Needs

It is expected that the same data can be used locally to assist in managing the system, and for other planning and evaluation purposes.

Commercial Needs

The same data that is useful to the public agencies also has value for commercial traveler information purposes.

Base Data Elements

- Vehicle Travel Times or Spot Speeds
- Vehicle Volumes
- Roadway Link and Corridor ID
- Limited Vehicle Classification – Passenger Vehicles; Single Unit Trucks; Combination Trucks

Program Approach

- Public/Private Partnership
- Fixed Federal Investment
- Local Match
- Incorporating and Supplementing Existing Data
- Commercialization Component
- Revenue Sharing
- Private Op., Maint., and Management of System
- Private Investment
- Phased Implementation

Expected Products/Outcomes

- Enhanced Surveillance Coverage
- Integration of Existing Data
- Improved Data Management and Access
- Real-Time and Archived Data
- Data Free to Public Agencies for Own Use
- Free Web-Based Access to Traveler Information by Public

Expected Products/Outcomes

- Data to Support 511 Initiatives
- Commercialization of Traveler Info Data
- Self Sustained System Managed, Updated, and Maintained by Private Partner
- Data to Support the Calculation of Transportation Performance Measures

Status

- Systems in Pittsburgh and Philadelphia Operational
- Outreach to Other Eligible Areas Occurred Early 2002
- 20 out of 27 Areas Interested in Participating
- Negotiating Conditions for Expansion

Areas Declining

Baltimore	Birmingham	Boston
Chicago	Cleveland	Dallas/Ft. Worth
Denver	Detroit	Houston
Indianapolis	Las Vegas	Los Angeles
Miami	NY/Northern NJ	N.Kentucky/Cinn
Oklahoma City	Orlando	Philadelphia
<i>Phoenix</i>	Pittsburgh	Portland
Providence	Salt Lake	San Diego
San Francisco	St. Louis	Seattle
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Status

First Expansion Group

- Dallas
- Chicago
- Orlando & Tampa
- Detroit