Altarum Restricted Use Technology Study

Interim Report
Deliverable 3.1: List of Invitees for the Focus Groups

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EXECUTIVE SUMMARY
The Altarum Institute, under contract to the Michigan Department of Transportation (MDOT), currently is engaged in a project called the "Altarum Restricted Use Technology Study." This study, an 18-month effort, seeks to apply restricted use technology to the mandates of MDOT. For Deliverable 3.1 described in the Work Plan governing the Altarum Restricted Use Technology Study, the Altarum project team is required to provide a list of invitees for the focus groups for review and approval by MDOT staff. The Altarum team has completed this task, though by design the list will continue to evolve as the project progresses, and this report (Deliverable 3.1) presents the required list and describes how it was created.

Based on semi-structured interviews with key MDOT staff (Greg Krueger, Eileen Phifer, Bill Tansil, Ron Vibbert, Paul McAllister, Mike O'Malley, Kris Wisniewski, and James Schultz), prior knowledge of the transportation and restricted use sectors, and a search of transportation literature, the Altarum team has developed a list of invitees for the stakeholder focus groups that serve as the critical task for matching MDOT's needs and requirements to the capabilities of restricted use technology. This list is presented in the body of this report as Table 1, which displays the candidate list of invitees, along with the organizational affiliation and relevant areas of expertise for each invitee. As the MDOT staff reviews the list and offers suggested additions and deletions, the Altarum team will revise and update this list. We also will add to this list based on planned interviews with additional MDOT informants who have not yet been available to offer their input. Ultimately, the participation of all invitees, except for that of the invitees from the restricted use data community, is subject to approval by MDOT.

INTRODUCTION

The primary goals of the Altarum Restricted Use Technology Study are to investigate the use of information derived from restricted-use technologies and data to support the mission and activities of the Michigan Department of Transportation (MDOT) and to estimate the potential usefulness of these technologies during one or more pilot studies. As this project evolved, prior to MDOT awarding a contract to Altarum Institute, a team of Altarum researchers, MDOT personnel, and other transportation professionals (such as Brent Bair of the Road Commission for Oakland County and Morrie Hoevel of the Federal Highway Administration) developed, revised, and vetted (with senior MDOT management) a list of eight potential application areas for restricted use technology within MDOT's operations. This list is reproduced below.

1. Intelligent transportation systems (ITS)
2. Asset management
3. Homeland security
4. Border crossings: efficiency v. security
5. HAZMAT shipments
6. Traffic safety and congestion
7. Environmental data needs
8. Inter-modal and multi-modal transportation

A central component of the study is to conduct a series of stakeholder focus groups focusing on each of the potential application areas. To complete this task, the Altarum team's first deliverable is to develop a list of invitees for the focus groups (Deliverable 3.1 within the Work Plan that guides the study). This list, presented in this report, in turn, serves as the basis for further work on the focus groups, because it identifies who will be invited to participate in these groups, and this drives the logistics of scheduling and holding the actual meetings. Thus this report, Deliverable 3.1, directly influences further tasks, as shown in Figure 1 below.

Figure 1: Task Dependency within the Altarum Restricted Use Technology Study
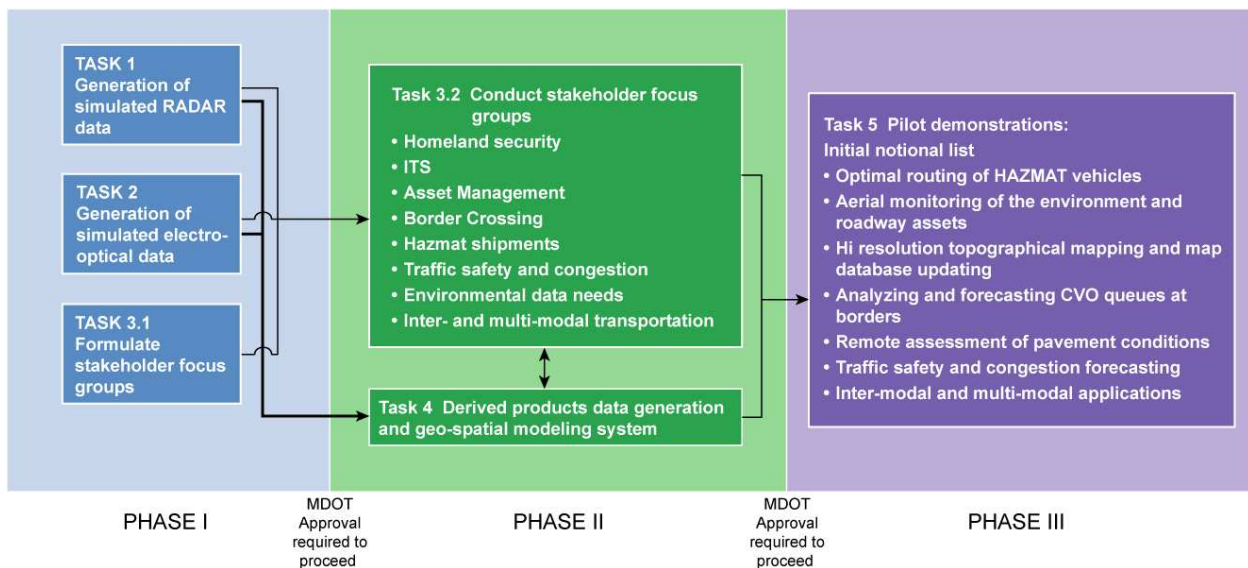
METHODS

To create the list of invitees for the stakeholder focus groups, the Altarum team employed one formal and several informal methods. The formal method consisted of interviewing MDOT staff identified as key

informants in regard to the eight potential application areas listed above.[1] These informants were Greg Krueger (ITS, traffic safety and congestion), Eileen Phifer (homeland security, HAZMAT, safety), Bill Tansil (asset management), Ron Vibbert (asset management and geographic information systems), Paul McAllister (environmental data), Mike O'Malley (environmental data), Kris Wisniewski (border crossings), and James Schultz (ITS). The informal methods included drawing on our previous knowledge and experience in the remote sensing, transportation, geospatial, and environmental sectors, including our experience with the MEDEA project, which applied restricted use technology to civil environmental and land management agencies.

Of these complimentary methods, in forming our list, we gave the highest priority to the interviews with MDOT staff to ensure that our list contains the names of invitees identified as important participants in the stakeholder focus group process by MDOT itself. Thus, every person identified by at least one MDOT staff member was included. As the organization with past experience in the restricted data realm, Altarum used this experience to identify invitees from this realm. Other names were identified through familiarity with expertise as demonstrated by conference presentations, professional contacts, and published literature. Finally, we insured that units of government important to transportation and security in southeastern Michigan were represented.

LIST OF INVITEES
After applying the methods described above, the Altarum team developed two lists of invitees. The first list, presented in Table 1, contains the names, organizational affiliations, and areas of expertise of the highest priority invitees. The second list, presented in Table 2, identifies desirable, but lower priority, invitees. For many of these in Table 2, we have identified a desirable type of participant, but have yet to identify a particular individual to serve that role. For others in Table 2, their participation may be difficult to obtain due to their lack of U.S. citizenship. This, however, should not prove to be an obstacle for any unclassified focus groups.

Table 1: List of Invitees to Restricted Use Technology Focus Groups

Sector	Name	Organization	Expertise
State DOTs	Gloria Jeff	MDOT[2]	All areas of transportation
	Kirk Steudle	MDOT	All areas of transportation
	John Friend	MDOT	Traffic congestion and safety
	Eileen Phifer	MDOT	Homeland security, borders, HAZMAT
	William Tansil	MDOT	Asset management
	Ron Vibbert	MDOT	Asset management, GIS
	Paul McAllister	MDOT	Environment, GIS
	Michael O'Malley	MDOT	Environment, GIS
	Kris Wisniewski	MDOT	Border crossings
	Laura Nelhiebel	MDOT	Border crossings, HAZMAT
	Sarah Moore	MDOT	Border crossings
	Rob Abent	MDOT	Multi- and inter-modal issues
	Tim Hoeffner	MDOT	Multi- and inter-modal issues
	Greg Krueger	MDOT	ITS, traffic safety
	Greg Johnson	MDOT	Traffic safety and congestion, borders
	Roger Safford	MDOT	ITS
	Tom Krashen	MDOT	Aeronautics, multi-modal issues

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[1] See Appendix for the protocol used in these interviews. Because the interviews were semi-structured, however, the resulting discussions were open-ended, with the protocols used primarily to ensure that all topics of interest were covered. For the most part, we used the discussions to learn about the issues of highest importance to MDOT staff.
[2] All abbreviations used in this list are defined in Appendix B of this report.

	Morris Hall	MDOT	Border crossings
	Sherry Furman	MDOT	Environment
	Andy Ziegler	MDOT	Border crossings
	Mia Silver	MDOT	ITS
	[MITSC Dir.]	MDOT	ITS, traffic operations
Other State Agencies	Eric Swanson	DIT, CGI	GIS
	Rob Surber	DIT, CGI	GIS
	Sue Fries	MSP	Homeland security, HAZMAT
	Martha McFarland	Historic Pres.	Environmental/cultural heritage
	Jerry Fulcher	DEQ	Environment
	John Halsey	MI Archeol.	Cultural heritage/preservation
Federal Agencies	Morrie Hoevel	FHWA	ITS
	Jeff Paniati	FHWA	ITS, traffic operations
	Del Abdella	FHWA	Environment
	TBD	DHS	Homeland security
	Sherry Kamki	EPA	Environment
	Jack Dingledine	US F&W	Environment
	Bob Prouse	Customs	Border crossings
	Frank Toomer	USG	Classified remote sensing data
	Dr. Peter Jutno	EPA	Classified remote sensing data
	Dr. Wendy Budd	USGS	Classified remote sensing data
	Dr. Glen Bethel	NRCS	Classified remote sensing data
	Tim Clark	DARPA	Classified remote sensing data
Local Agencies	Brent Bair	RCOC	ITS, traffic safety
	Gary Piotrowicz	RCOC	ITS, traffic safety
	Steven Fern	SMART	Multi-modal issues, ITS, security
	Carmine Palumbo	SEMCOG	Transportation planning, ITS
	Sandy Altschul	Wayne Co.	Homeland security, HAZMAT
	Sean Friedland	St. Clair Co.	Homeland security, borders
	Tom Bruff	SEMCOG	ITS
Academia	Peter Sweatman	UMTRI	Commercial vehicles, ITS
	Tim Gordon	UMTRI	ITS, traffic safety
	John Woodroffe	UMTRI	Commercial vehicles, traffic safety
	Robert Smith	UM	Traffic modeling
	Kunwar Rajendra	MSU	ITS
	Kip Grimes	WSU	Multi-modal issues
	Snehamay Khasnabis	WSU	Intermodal issues, asset management
Private Sector	Steve Underwood	CAR	ITS
	Walter Dunn	Dunn Eng.	ITS, traffic operations
	Frank Cardimen	TIA, ITS MI	ITS
	Ralph Robinson	Ford	ITS
	Neil Belitsky	D-W Tunnel	Border crossings, security
	Walter Kraft	Parsons Br.	Transportation engineering

Table 2: List of Desirable Additional Participants

Name (if known)	Organization	Expertise
Ian Becking	Canadian Office of Critical Infrastructure Protection and Emergency Preparedness	Homeland security, border crossings
	Transport Canada	Border crossings, ITS[3]
	Ontario Ministry of Transportation	Border Crossings
	General Motors logistics	Border crossings, CVO
	Federal Transit Administration [US]	Inter- and multi-modal issues
	Federal Railroad Administration [US]	Inter- and multi-modal issues
	Ford logistics	Border crossings, CVO
	DCX logistics	Border crossings, CVO
Mike Shulman	CAMP (Ford and GM)	Traffic safety
Curtis Hertel, Sr.	Director, Port of Detroit	Border crossings
Dan Stamper	Ambassador Bridge	Border crossings

In addition to the candidate invitees listed above in Tables 1 and 2, Altarum employees and employees of Altarum's two subcontractors (Cambridge Systematics and ISciences) will participate in the focus groups in numerous roles. While primarily charged with arranging and facilitating the focus groups, as well as developing data-collection instruments and methods and analyzing the data produced, these organizations will also lend their experts to the content of the focus groups. This includes expertise in remote sensing, restricted use data, transportation systems and planning, ITS, GIS, asset management, traffic operations, decision support, and other topics relevant to the study. Thus, they will actively participate in the activities that make-up these meetings: defining requirements, matching capabilities, to requirements, evaluating possible pilot studies, selecting pilot studies, etc.

NEXT STEPS
As sated in the Work Plan that governs this study, "[t]he final list of names [of invitees]… will be developed in collaboration with, and require the final approval of, MDOT." To date, Altarum and MDOT have worked very closely together to produce the list of invitees given in Tables 1 and 2. MDOT staff now have the opportunity to review this list and either approve it or request that it be modified. Once the list has been approved, the Altarum team will begin notifying invitees and seeking their participation in the focus groups. In parallel, the team will begin developing the data sets, data-collection instruments, and focus group protocols needed to conduct the focus group meetings. As these next steps proceed, we expect new invitees to emerge (e.g., at MDOT's request) and some of those on the approved list to decline participation in the study. Thus, the list of invitees and, more importantly, actual participants is expected to evolve over time. Therefore, Altarum will maintain a current version of the list (of invitees for now and of actual participants as the study progresses) on a web-based site dedicated to project documentation. The site will be part of a larger one dedicated to the project to promote Altarum-MDOT cooperation, and its address will provided to MDOT at a later date.

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[3] All abbreviations used in this table are defined in Appendix B of this report.

APPENDIX A: Protocol for Interviews with Key MDOT Informants

INFORMANT:
TOPIC:
DATE:

I. Explain to contact why he or she was contacted re: a specific application area, mentioning the subtopics already identified within the area in question.

II. Prompt contact for details concerning MDOT's tasks and activities re: the application area of interest. What are MDOT's roles and responsibilities in this area?

III. Prompt contact for an estimate of the amount of resources (most likely $, but perhaps other units, too, such as FTEs or the like) that MDOT devotes to the tasks or activities in question, including how much outside help (contractors, for example) it uses.

IV. Prompt contact for details concerning how (tools, data, staffing, contracting, etc.) MDOT accomplishes these tasks and activities (meets its responsibilities).

V. Prompt contact for details on specific tasks or activities that are particularly vexing in regular operations (i.e., those that need improvement, possibly with restricted use technology).

VI. Prompt contact for a wish list of inputs that would be most valuable in helping the contact's unit complete its work (i.e., inputs that restricted use technology may be able to provide).

VII. Prompt contact for other application areas (beyond the eight already identified) that he or she believes could be helped by restricted use technology). [**Note**: some contacts have already had this opportunity at least once during development of the project. Thus, for those, approach this as a validation of earlier ideas, a chance to rethink priorities, etc.]

VIII. Prompt contact for names of people that he or she considers to be important stakeholders or experts that should be involved in the focus group process.

IX. Ask contact if he or she is interested in obtaining a security clearance.

APPENDIX B: List of Abbreviations

CAMP = Crash Avoidance Metrics Program
CAR = Center for Automotive Research
Co. = County
CS = Cambridge Systematics
Customs = US Customs Service
CVO = Commercial vehicle operations
D-W Tunnel = Detroit-Windsor Tunnel
DARPA = Defense Advanced Research Projects Agency [of the US Department of Defense]
DCX = DamilerChrysler Corporation
DEQ = Department of Environmental Quality [Michigan]
DHS = Department of Homeland Security [US]
DIT, CGI = Department of Information Technology, Center for Geographic Information [Michigan]
EPA = Environmental Protection Agency [US]
FHWA = Federal Highway Administration [of the US Department of Transportation]
Ford = Ford Motor Corporation
GIS = Geographic information systems
GM = General Motors Corporation
HAZMAT = Hazardous materials
Historic Pres. = State Historic Preservation [MI]
ITS = Intelligent transportation systems
ITS MI = Intelligent Transportation Society of Michigan
MDOT = Michigan Department of Transportation
MI Archeol. = Michigan State Archeologist
MITSC = Michigan Intelligent Transportation Systems Center
MSP = Michigan State Police
MSU = Michigan State University
NRCS = Natural Resources Conservation Service [of the US Department of Agriculture]
Parsons Br. = Parsons Brinckerhoff
RCOC = Road Commission for Oakland County [MI]
SEMCOG = Southeast Michigan Council of Governments
SMART = Suburban Mobility Authority for Regional Transportation [MI]
TBD = To be determined
TIA = Traffic Improvement Association [Oakland County, MI]
UM = University of Michigan
UMTRI = University of Michigan Transportation Research Institute
US F&W = US Fish & Wildlife
USG = United States Government
USGS = United States Geological Survey
WSU = Wayne State University