

WA-Trans Status Report for T-FIT

January 18, 2006

Authors: Tami Griffin, Michael Leierer

WA-Trans has made significant progress with the pilots. We have gotten an extension of the CAP Grant until June to facilitate the completion of the Puget Sound Pilot. We expect to be testing the first translator (the ESRI Data Interoperability Extension (DIE)) by early February. WA-Trans has hired a technical writer. He is slated to develop the help files and user manual for the use of the ESRI DIE as translator, but he is also going to be busy doing other activities as explained in this status report.

We also have a contract with ESRI to provide the following:

1. Training and guidance on using Model Builder and the DIE as a translator for WA-Trans for the Puget Sound Pilot. This includes a workshop (held January 24 in Olympia), on-call support during the pilot and an additional 8 hours of training if needed.
2. A data model review, which was held January 11. The review included a lot of valuable information about using the DIE to work with the database and using custom programming against the geo-database and how we may want to structure it in order to accommodate our long-term plans.

We have bought a copy of RoboHelp; a help authoring and enterprise help distribution tool. As the technical writer documents the processes during the pilots we will be able to provide access, over the internet, to those processes in the form of help files. We have also set up a Citrix environment and provided access for those who are not WSDOT employees and are participating in the WA-Trans pilots. We have set up an Internet Share Point Team site for use during the pilots as a communication and collaboration tool for participants in the pilots.

We have implemented WA-Trans as a tabular and as a Geo Database and loaded test data in it. This data was used in an internal demonstration so we know the database structure works.

We will be hiring (or pay for the use of) a GIS analyst to work on integrating WSDOT data into the Puget Sound Pilot data. It will not interfere with what is already planned, as the timing is critical, but we need to figure out how to do this. The process will include:

1. Determining what WSDOT needs of state route data within WA-Trans,
2. Negotiating with local partners involved in the Puget Sound Pilot to make sure that loading WSDOT data will work for them.
3. Determining how the data is to be modified in order to be loaded.
4. Loading and testing the Pierce and King County state routes.

The resulting datasets will be tested by potential users within WSDOT to make sure all reasonable needs are met.

Michael has been developing a pilot charter for the TPF Study. We have decided (subject to possible change) to call that pilot the "One-Road" pilot because of the

WA-Trans Status Report for T-FIT

January 18, 2006

Authors: Tami Griffin, Michael Leierer

goal to develop software that will lead to an integrated data set. We are setting up a meeting with our other DOT partners in Ohio at the end of the GIS-T conference.

The other immediate concern for the One Road Pilot is looking at Fusion and FME for translation. Both are candidates as translators and we want to make sure they are researched. We will ask Oregon to test Fusion, since they are a Geomedia shop. We are not sure how FME will be tested. We also have to figure out how we can programmatically interface with the translator to develop user interfaces. The technical writer will be working to develop documentation of how the current processes work for integration so requirements can be developed. Integration is dependant on how the translator functions.

A Return on Investment case study was held at the Puget Sound Regional Council. Over 20 people from various organizations attended. It was funded by FGDC and led by GITA. Prior to the meeting Tami developed updated estimates of the cost of WA-Trans and what we had already invested as well as skill sets and cost of doing the work remaining. Tami used very conservative projections for getting funding and completion. We were able to gather some data at the meeting. Just using that data we were able to show a return on investment over 20 years to cover half the costs. The data we gathered was just the **tip of the iceberg** of possible uses! The technical writer is working within WSDOT to gather more data and then he, Michael or Tami will start looking at benefit outside WSDOT. We want to cover both types of benefits.