



U.S. Department of Transportation



SECURE DATA COMMONS: ACCELERATING INNOVATION THROUGH COLLABORATION

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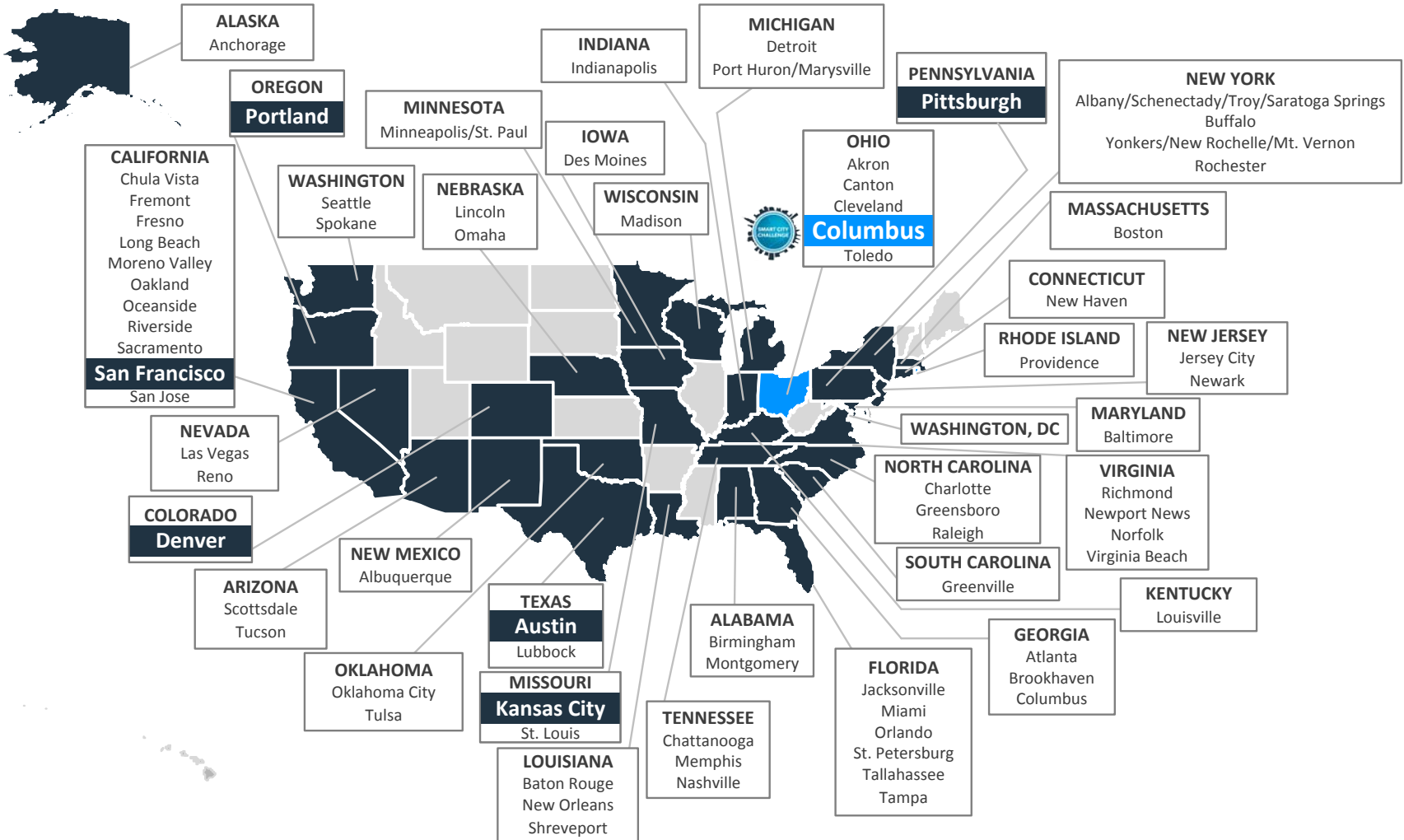
WAZE CITIES OF TOMORROW

OCTOBER 17, 2017

BEFORE WE GET STARTED, A LITTLE ABOUT

The USDOT Intelligent Transportation Systems (ITS) Joint Program Office (JPO)

EXAMPLE: SMART CITY CHALLENGE



NEW TECHNOLOGIES ARE INCREASINGLY...

- Data-intensive
- Internet-connected
- Developed iteratively
- Developed collaboratively
- Fundamentally changing consumer/citizen expectations

It's more than "more data" – we're part of a fundamental paradigm shift in information technology, design methodologies, and business models

ABOUT THE ITS JPO DATA PROGRAM

The ITS JPO Data Program is a multimodal effort to enhance how data is managed and used throughout the transportation ecosystem to support the next generation of ITS technologies.

We aim to establish a foundation for agility, data sharing, and privacy protection in the future transportation system – including connected and automated vehicles and smart communities – to maximize the societal benefits of these technologies.

https://www.its.dot.gov/factsheets/pdf/FactSheet_EnterpriseData.pdf

PROBLEM SOLVING APPROACH

- Bring a system-wide/multimodal perspective to data availability, management, sharing, and use
- Default to agile and open (data, code, docs) and other best practices in the US Digital Services Playbook¹
- Work with the “coalition of the willing” to pilot new approaches while solving real problems
- Where successful, add new tools to our collective toolbox

¹USDS playbook available at: <https://playbook.cio.gov/>

Example of project developed in the open: <https://github.com/usdot-jpo-ode/>

LET'S TALK ABOUT

Data Sharing Partnerships and Collaborating around Sensitive Data

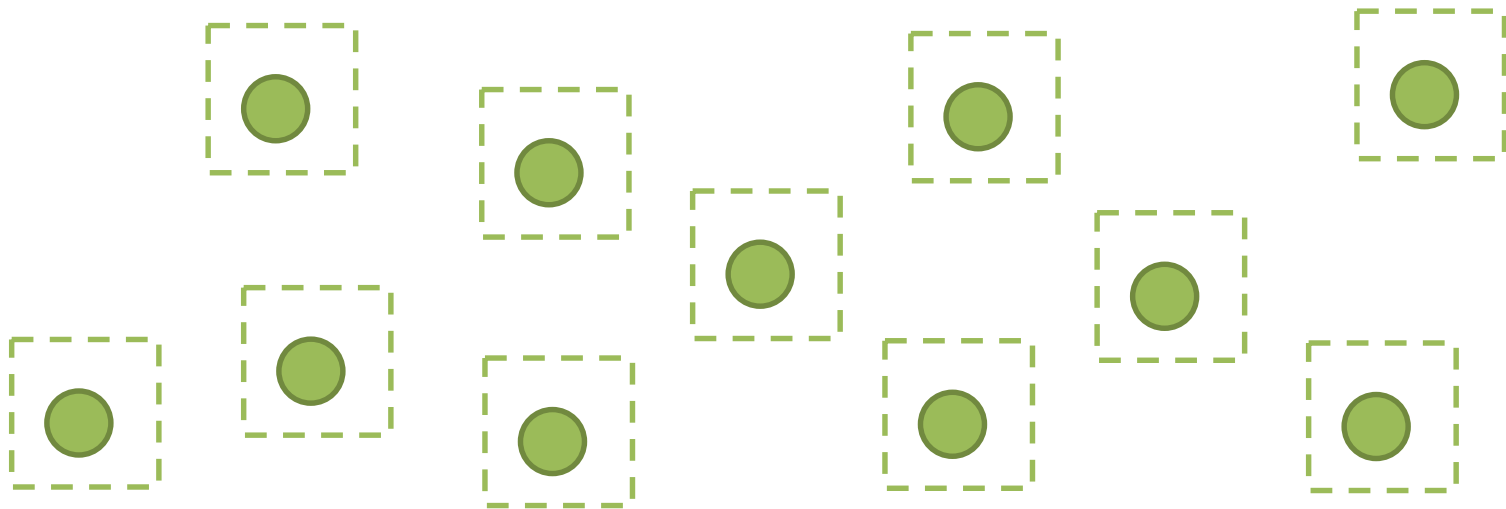
CHALLENGE

Private sector companies and public-funded research produce sensitive data that must be protected and, yet, can also be used to improve public services. Current approaches to securing or de-identifying such data severely limit access or destroy valuable information.

Public sector agencies that obtain new data sources struggle to use it in a meaningful way. They question whether it is worth going through the effort of entering a data sharing partnership, or collecting and retaining a potentially sensitive data set.

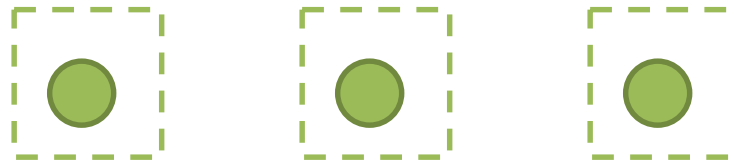
WHAT CAN WE LEARN FROM THE HEALTH SECTOR?

Before: 1+ petabyte restricted-access cancer genome archive
“available” to “all” qualified researchers via the National
Institutes of Health (NIH) and many copies administered by its
trusted partner institutions



WHAT CAN WE LEARN FROM THE HEALTH SECTOR?

After: 1+ petabyte restricted-access cancer genome *actually* available to all qualified researchers via 3 copies administered by NIH trusted partner institutions, with increased focus on value-add research, innovation, and collaboration



For more information:

<https://cbit.nci.nih.gov/ncip/nci-cancer-genomics-cloud-pilots>

INTRODUCING

The USDOT Secure Data Commons Proof-of-Concept

INVESTING IN A SHARED SOLUTION

The “Secure Data Commons” (proof-of-concept) will make it easier for the USDOT and the broader transportation sector to share and collaborate around sensitive data sets using modern, commercially available tools.

We are using best practices from health data sharing to broker authorized access to sensitive data, including from the private sector and public-funded field tests, in a collaborative environment. We aim to build trust with data providers and users, and build capacity for data managers within and outside the USDOT.

AND...WE'RE STARTING WITH WAZE DATA

Anchor dataset: Waze (national US dataset)

Initial use case: Enable local jurisdictions to develop, share, and discover new capabilities using Waze and other data

Beta users: City of Louisville, KY and other Waze Connected Citizens Program partners

This could be you...

INITIAL PERSONAS

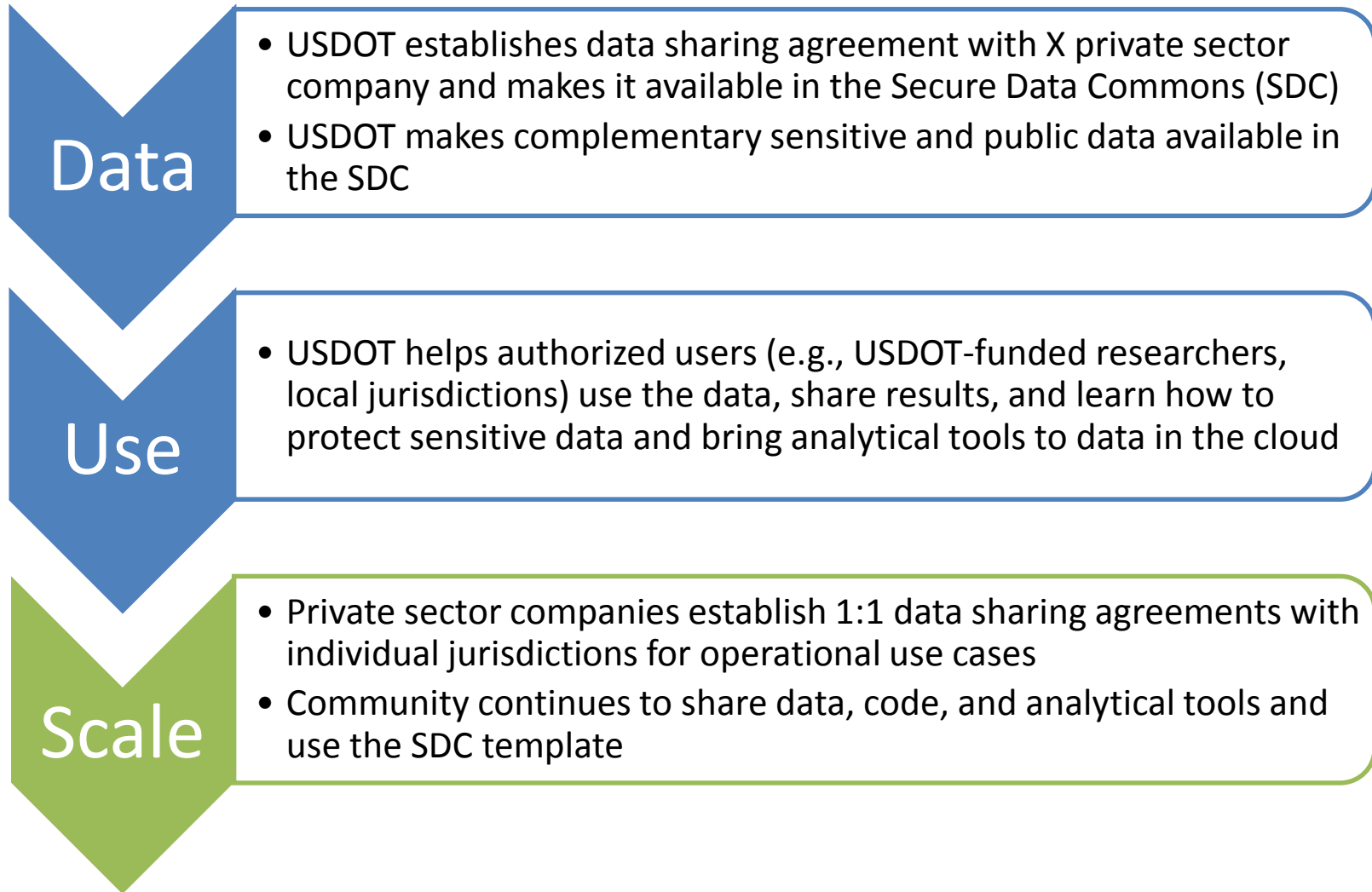
I am actively using Waze data and want to exchange code, analytical results, and data architectures with my peers

I am actively using Waze data but my ability to experiment with new analytical tools is limited

I have access to Waze data and have no idea how to get started

I am considering getting access to Waze data and would like to make sure it's worth the investment

COULD THIS BE A REPEATABLE MODEL?



HOW TO GET INVOLVED

- Help refine our user personas and assumptions
- Be a beta user
- Start getting ready to participate after the MVP

Contact us:

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Subscribe to the ITS JPO email list:

<https://www.its.dot.gov/>



THANK YOU!

Waze Connected Citizens Program

USDOT CIO Office

Local Government Partners

Secure Data Commons Team

