



Welcome

Clarus ICC Meeting 1
Sept 23, 2004

Paul Pisano - FHWA



Thursday, September 23rd, 2004

08:30 – 09:15	Welcome, Clarus Briefing, Basis for Clarus	<i>Pisano</i>
09:15 – 09:35	Role of the ICC; Mission Statement; Institutional Breakdown	<i>Pol</i>
09:35 – 10:00	Clarus Roadmap; Introduction to Clarus Evaluation and Outreach	<i>Pol</i>
10:00 – 10:15	Discussion	<i>All</i>
10:15 – 10:30	Break	
10:30 – 10:50	NOAA Surface Weather Program Overview	<i>Holman</i>
10:50 – 11:10	NOAA COOP Modernization, National Mesonet	<i>Crawford</i>
11:10 – 12:00	Introduction to Concept of Operations; Overview; Task Statement for PM discussion	<i>Pol,</i> <i>Zarean</i>
12:00 – 01:00	Lunch	
01:00 – 03:00	Concept of Operation Discussion, Breakout Groups	<i>All</i>
03:00 – 03:15	Break	
03:15 – 04:45	Breakout Group Reporting, Discussion	<i>All</i>
04:45 – 05:00	Recap	<i>Pisano,</i> <i>Pol</i>
05:00	Adjourn	

Friday, September 24th, 2004

08:30 – 09:00	ITS America Synthesis Report-back	<i>Taylor</i>
09:00 – 09:30	Discussion	<i>All</i>
09:30 – 10:00	ICC Task Force Definition	<i>All</i>
10:00 – 10:15	Break	
10:15 – 11:00	ICC Task Force Planning	<i>All</i>
11:00 – 12:00	Moving Forward, Next Steps <ul style="list-style-type: none">• Task Assignments• Wrap Up• Next Meeting	<i>Pisano,</i> <i>Pol,</i> <i>Stern</i>
12:00	Adjourn	



Meeting Objectives

- Describe Clarus
 - What it is & how we got here
- Define the Coordinating body
- Get initial feedback
 - Overall concept
 - Concept of Operations
 - Validation of User Needs



Changing Current Practices

- Weather products today generally are insufficient for transportation operations
 - Too generalized
 - DOTs investment in road observations
- Surface weather forecasting benefits from more data from more sources
 - Ground observations are plentiful, but not managed to form coherent picture
- Managing all available ground data yields new products



What is Clarus?

- What
 - Model deployment of a regional road weather observational data management and forecasting system & partnership to establish a nationwide road weather observation network.
- Why
 - To reduce the impact of adverse weather for all road and transit users and operators.

Why now?

Growing demands for specific road weather products to offset safety impacts and impeded mobility





Who will benefit from Clarus?

- State and Municipal DOTs
(Traffic & Maintenance Mgrs.)
- Public Weather “Forecasting”
Agencies (NOAA/NWS)
- Public Weather “Consumer”
Agencies (USDA, DHS, DOD)
- Private Weather Information
Providers (data & forecasts)
- Electronic & Print Media
(traffic reporters, USA Today)



Who will benefit from Clarus?

- Road Users
(Commuters, Tourists, CVO/Truckers)
- New innovations/VII
(e.g., OnStar)
- Mass Transit
- Rail
- General Public



Achievements through Clarus

- Enhanced forecasting for surface transportation
- Stable, reliable access to road weather information and other weather sources
- Broadened participation for NOAA/NWS in surface transportation weather
- A regional model deployment of the observation data-sharing network and a suite of forecasting tools enabled through the Clarus system design