Vehicle Probe Project Committee Monthly Status Webcast
April 14, 2011
Minutes

Participants – see attached

Agenda

	Topic	Speaker
1	Introductions and Welcome	George Schoener
2	Review of Action Items from previous webcasts	Karen Jehanian
3	Communications Update	Karen Jehanian
4	INRIX Update	Rick Schuman
5	Data Validation	Stan Young
6	Contract Issues and Year 19 Update	Kathy Frankle
7	Long Distance Trip Planner	Karen Jehanian
8	Vehicle Probe Project Suite (Performance Measures Tool)	Michael VanDaniker
9	Agency Questions and Updates	All
10	Participation in Meetings/Conferences	Karen Jehanian
11	Review of Action Items from this call	Karen Jehanian
12	Selection of Date for Next Webcast	All

1. **Introductions and Welcome**

   George Schoener opened the webcast at 10:30 a.m. by welcoming everyone and thanking those participating, both regularly attending agency members and the representatives of the participating MPOs. The following is a summary of the discussion. These meeting minutes, the webcast presentation and all Vehicle Probe Project (VPP) information are available at: http://www.i95coalition.net/i95/Projects/ProjectDatabase/tabid/120/agentType/View/PropertyID/107/Default.aspx (Most documents may be found on the 'Highlights' page).

2. **Review of Action Items from previous webcasts**

   Karen Jehanian briefly reviewed the status of the action items from the February 23, 2011 webcast and noted that most items will be discussed during this webcast.

3. **Communications Update**

   Karen Jehanian reviewed the correspondence sent to the project team and the website postings since the last webcast.

4. INRIX Update

Rick Schuman began by presenting the project statistics about the service availability for February (99.6%) and March 2011 (100%). Rick noted that as of April 7, 2011, use of the monitoring site grew to 429. The data feed participation increased by two accounts to 42, and archive requests are at 579 since launch. As previously mentioned, archive requests can be very specific and limited or very large in terms of time period and scope. In either case, the requests are counted individually regardless of size.

Rick provided information on the most recent Map update, completed March 29-30, 2011, during which time the system was down for approximately 4 hours. He noted that this update includes changes made to the maps through September 2010 and the Traffic Message Channel (TMC) would be version 3.7. The major impact of this update is enabling more ramps to be added with the July 1, 2011 coverage expansion. The next update is preliminarily planned for late 2011.

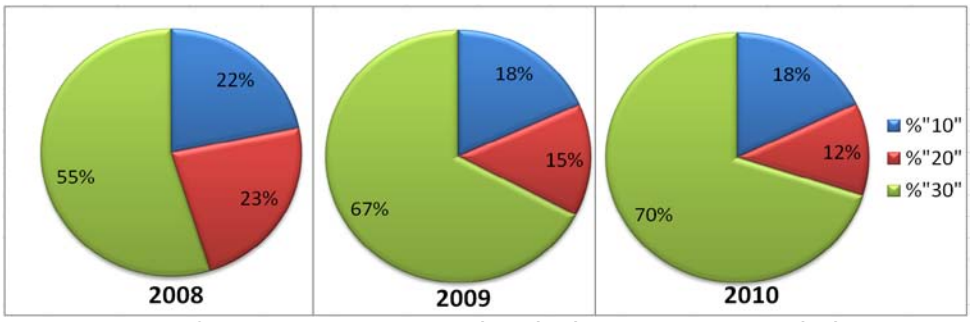
Jeff Summerson presented a brief overview of INRIX's Customer Communications Plan. He noted that this process is used to inform Coalition members in the event of planned or unplanned disruptions in the INRIX data. He also reviewed the process by which member agencies can be added to the INRIX mailing list for alerts of scheduled maintenance and unscheduled events occurring in the INRIX data/monitoring sites. As noted, if any agency is not currently receiving the notifications, an e-mail should be sent to TAM@inrix.com from an agency address and they will be promptly added. It was also noted that if an agency notices a problem with the data, they should send an email to support@inrix.com to get the problem addressed immediately. A one-page summary of the INRIX Customer Communications Plan is included with these meeting minutes.

5. Data Validation

Stan Young reviewed the Data Validation effort to date. He discussed the table titled "Data Validation Status" noting that, as planned, no data was collected in December, and no data was collected in January due to poor weather conditions. Stan also noted that a draft report for the South Carolina data is being finalized and that data collection in North Carolina has been completed (this report should be distributed before the May 24, 2011 webcast). He stated that data collection is currently being conducted in New Jersey – targeting ramps to the Lincoln Tunnel.

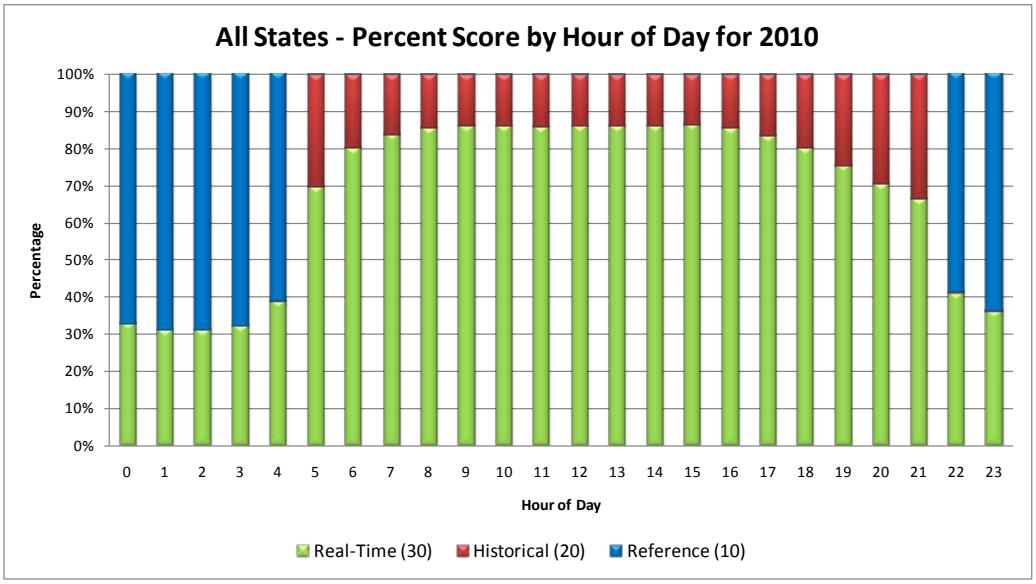
Stan reviewed the validation results for South Carolina (data collected February 2011). The data was collected on I-20 in the vicinity of Columbia. Stan noted that out of more than 1,000 hours of data, there were only 10 hours of congestion, which indicates an insignificant sampling of low-speed data.

Next, Stan presented an analysis of the "Score" value which highlighted the improvement in real-time data. He highlighted the change in score from 2008 to 2010, showing that real time data has increased from 55% in 2008 to 70% in 2010, as seen in the following graph:



10 Score = Reference, 20 Score = Historical, 30 Score = Real Time

Stan also presented a summary of variation in score though the day, shown with 2010 data. The graph below shows the score by hour of day for all states in 2010.



Stan concluded by noting that there has been continued improvement in the percentage of real time data, primarily in the daytime hours (5AM to 10PM).

Stan asked the participants if they would be interested in a specific technical webcast covering several in depth data analyses including:

- Score and C-Value Analysis (a white paper will be completed by the end of April 2011),
- Filtering Based on Score and C-Value, and;
- Volume Analysis (looking at rural roadways to determine a minimum volume needed to assure quality of data).

It was decided that a spotlight presentation on this information will be presented during the next Vehicle Probe Project Team webcast (on May 24, 2011).

NOTE: The following is a link to the April 2010 Confidence Value and Smoothing White Paper: http://www.i95coalition.org/i95/Portals/0/Public_Files/uploaded/Vehicle-Probe/VP%20Conf%20value%20White%20Paper%204_14_2010_final-4.pdf

6. Contract Issues and Year 19 Update

Joanna Reagle reported for Kathy Frankle by reviewing the DUA status and noted that the North Jersey TPA recently signed a DUA in March 2011. A list of consultants with DUAs was also presented, noting that IBM on behalf of the NJ Turnpike and Parsons Brinkerhoff on behalf of NJDOT have recently signed DUAs in March and April 2011, respectively.

Joanna reviewed the states that have committed to participating in the VPP for Year 19 (with the 50/50 funding option), noting that PennDOT is working out contract issues to participate. In addition, Georgia DOT is currently working with UMD.

Joanna also presented information on the Pooled Fund Study Status. She noted that the Vehicle Probe Project Pooled Fund Study has been posted as Solicitation #1304 (http://www.pooledfund.org/projectdetails.asp?id=1304&status=1). It was noted that states using the pooled fund including Delaware, Rhode Island and Virginia, need to use SPR funds and need to commit to the project by May 30, 2011 at the latest in order for Kathy Frankle to submit the necessary paperwork. In addition, Joanna noted that Kathy is currently working on a waiver for the pooled fund study so the project will be 100% federally funded as opposed to 80/20.

It was also noted that if an agency has a signed 3-year commitment letter for the VPP there is still another step in order to participate, and Kathy Frankle will be reaching out to those agencies. If an agency member has a question regarding the purchase of data, they should contact Kathy Frankle.

7. Long Distance Trip Planner

Karen Jehanian provided an update of the Long Distance Trip Planner (LDTP) project. She noted that requests were sent to member agencies via e-mail on April 7 and 8, 2011 for a prominent "Multi-State Trip Planner" link to the LDTP website (www.i95travelinfo.net) and for agencies to advise travelers prior to a major event of the LDTP website. She also noted that LDTP will continue for 12 months and will be monitored to assess usage and benefit to I-95 Corridor Coalition members. Karen specifically thanked Scott Silva of VDOT and Todd Westhuis of NYSDOT for their prompt efforts regarding LDTP.

8. Vehicle Probe Project Suite

George Schoener introduced Michael VanDaniker of the University of Maryland CATT Laboratory. Michael presented information about the newly released Vehicle Probe Project Suite. He explained that the suite was developed to address the needs to allow for easy access to raw data, access information for specific segments during specific time periods, and to indicate bottlenecks and traffic events, both in real time and historical. Michael noted that the suite has been in beta testing for several months, and that the system is officially live and available for wider use as of April 14, 2011.

Michael then discussed the current Vehicle Probe Project Suite capabilities, which includes:

- Bottleneck and Incident Dashboard – shows locations of bottlenecks and incidents. Raw speed data is provided by INRIX and the bottleneck locations are calculated though the Vehicle Probe Project Suite. In order for event and incident data to be integrated into the suite, agencies need to participate in the RITIS program. MDOT, VDOT, and NCDOT currently participate, and DDOT, NYSDOT and NJDOT are in the process of having their data integrated.
- Massive Raw Data Downloader – This tool allows agencies to download raw data for specific roads and segments. A form is filled out in the Vehicle Probe Project Suite, and an e-mail is sent to the agency with a link to download the information.

Michael explained that access to the Vehicle Probe Project Suite is available for agencies with signed Data Use Agreements for the VPP. A list of agencies with signed DUAs can be found here: http://vpp.ritis.org/suite/dua/. Once commitments are signed by the agency, individual user requests should be sent to accounts@ritis.org with first and last name, agency affiliation, address, phone number and e-mail. Users will then receive an e-mail with login credentials and instructions.

With regard to participation in RITIS, Michael noted that any public agency can access the RITIS system free of charge. However, if an agency wants to contribute their detailed incident, detector, CCTV, CAD, or other data sources into RITIS so that their data can be integrated into the VPP suite, then that agency will need to pay for integration of their data into RITIS. Interested agencies should contact Michael Pack at packml@umd.edu.

Michael noted that training videos are provided on the website, http://vpp.ritis.org/suite/screencast, which show users how to use the suite. The suite recently came out of beta testing, so any bugs or problems with the system should be report to vpp-support@ritis.org in order for the problems to be resolved.

Michael then discussed future features that will be integrated into the Vehicle Probe Project Suite in the near future, which include:

- Yearly, Quarterly, and Monthly trends and comparison of speeds/travel times, reliability, and hour of congestion
- Corridor and Statewide measures
- Rankings of Bottlenecks

Michael showed examples of these features, and indicated that they should be operation by late summer 2011.

After Michael's presentation, a discussion began about how best to inform planning and other agencies not on the call about the availability of the Vehicle Probe Project Suite. Ideas included outreach to the AASHTO committee on performance measures and development of a press release and flyer to be sent to the TISPTC and Trade Journals. It was agreed that this conversation will be revisited during the next Vehicle Probe Project Management Team meeting on May 11, 2011.

Karen noted that during past webcasts, the VPP Management Team offered to meet with individual agency members to discuss integration of the VPP data into their agency's systems. She noted that many agencies are beyond the integration process and are moving on to many other uses for the data. She offered to any member agency who is interested in finding out more information on using the VPP Data for Performance Measures, to please contact the VPP Management Team to schedule a meeting.

9. Agency Questions and Updates

Karen Jehanian opened the floor to agencies using the Vehicle Probe Project data to ask questions and provide updates.

- Hugh Colton (Georgia DOT) noted he would be willing to help author an article regarding the Vehicle Probe Project Suite.
- Mary Ameen (North Jersey TPA) indicated they would be happy to host a meeting to discuss the Vehicle Probe Project Suite in more detail.
- Zoe Neaderland (DVRPC) thanked Michael VanDaniker and the CATT Lab for their work on the Vehicle Probe Project Suite.

10. Participation in Meetings/Conferences

Karen Jehanian briefly reviewed the upcoming meetings for 2011 including the TRB - 4th International Transportation Systems Performance Measurement Conference, the ITE Annual Meeting & Exhibit, the TRB – Conference on Performance Measures for Transportation and Livability, and the ITS World Congress. She invited any agency using the VPP data to contact her if they would like to share their experience with the VPP data at any of these meetings.

11. Review of Actions Items from this Webcast

The following action items were generated from the webcast:

#	Responsible Party	Action Item
1	VPP Management Team	Prepare a one-page fact sheet regarding the contract costs (based on the extension)
2	VPP Management Team	Prepare and distribute Score and C-Value Analysis white paper
3	VPP Management Team	Make a presentation on the Score & C-Value Analysis, Filtering Based on Score and C-Value, and Volume Analysis research conducted by University of Maryland at the next VPP Team webcast
4	Kathy Frankle	Finalize paperwork with agencies committed to Year 19 whether through a direct contract with UMD or the Pooled Fund Study.
5	VPP Management Team	Monitor usage and benefit of the Long Distance Trip Planner website.
6	VPP Management Team	Distribute information about the Vehicle Probe Project Suite to ensure agency awareness and participation.

12. Selection of Date for Next Project Team Webcast

A date for the next meeting was proposed and reviewed by the participants. It was agreed that **Tuesday, May 24, 2011 at 10:30 a.m.** was acceptable. Any questions in the meantime should be directed to:

- Stan Young at 301.403.4593 or seyoung@umd.edu
- Rick Schuman at 407.298.4346 or rick@inrix.com
- Karen Jehanian at 610.228.0211 or kjehanian@kmjinc.com
- Contract expansion issues should be directed to Kathy Frankle at 410-414-2925 or kfrankle@umd.edu

Karen Jehanian thanked the Committee members for their time and valuable input. The conference call was adjourned at approximately 11:45 AM.

13. Post Meeting Note

John Allen (New Jersey DOT) was unable to provide his comments during the April 14th 2011 webcast but offered them in a separate email after the webcast. His comments follow:

"… I wanted to take this opportunity to give some feedback and provide some comments to today's session, specifically on the Vehicle Probe Project Suite (Performance Measures Tool):

First, I want to commend Michael VanDaniker and his collaborators for putting together a really terrific tool! This will go a long way to helping us here at NJDOT in two respects:
1) To meet our system performance reporting obligations; and,
2) To better define problem locations suitable for problem statement initiation (project development).

Our system performance abilities have been really growing over the past few years, from an initial candidate measure vetting process for our Congestion Management Committee (CMC) and Asset Management Plan (attachment 1.) to working closely with Zoe and others in a group we call "Using Operations Data for Planning Purposes" (catchy, huh?) to pool our resources and help us all get comfortable with using archived operations data. The end game for me is to be able to easily summarize quality data and formulate a set of measures that make sense from our perspective, while considering the need to communicate to wider audiences (the public, politicians) in a visually simple, yet effective way. In other words, tell the story.

The Suite really takes this storytelling to the next level in a very positive way, and some of the future functionality that's on the drawing board really hits the mark. One area that's especially important in New Jersey is the performance of our signalized arterials. Roadways like US 1, which serves pharmaceutical and technology industries, is critical to the economic vitality of the state; thus, maintaining efficient flow there is a must. It would be great to be able to use the Suite to evaluate these type corridors to help determine and prioritize need. Another benefit would be testing improvements over time - such as signal optimization, adaptive control or CTSS - to gauge effectiveness and if further improvement is warranted (e.g.; if a signal optimization no longer provides an acceptable performance, we move to

CTSS). I know arterials are a challenge.

Another important area relates to project development. Like everyone else, we have a long list of needs in NJ - from bridges to pavement to safety to congestion - and not NEARLY enough money to address them. And, more and more money is being directed to the aging infrastructure (e.g.; re-habilitating bridges, re-paving, etc.) and less for congestion relief. This is one of the reasons we conducted an effort called New Jersey's Congested Places - a screening of our network to pinpoint mainline bottlenecks, problem area interchanges and high-need signalized intersections to better target problem locations (attachment 2.).

Our problem area interchanges can be very big ticket items (and in fact any kind of major capacity increase, including mainline bottlenecks, is a tough sell now at the Department, because of cost). But if we can use the Suite to help evaluate ramp conditions (like problems at merge areas), then maybe we can help support more cost-effective solutions - e.g.; instead of a large-scale mainline widening, we provide a longer acceleration lane.

I apologize for the long dissertation but I thought it might be helpful.

FYI, Zoe had passed along Michael Pack's contact info to me and Michael got me plugged into RITIS interface. I've already provided him with some feedback, but you can count me for more as I use the tools. Alas, my involvement may be short-lived: I'm retiring effective July 1st after 30 years of serving the citizens of NJ. But I'm not ready to stop working yet, so I hope that wherever I end up, I'll still have the opportunity to be involved in this groundbreaking and very exciting work."

Please note that if you are interested in receiving the attachments John refers to in his note above or would like to discuss any information that he has provided, please contact John Allen directly at John.Allen@dot.state.nj.us.

Minutes
Vehicle Probe Project Committee
Webcast/Conference Call
April 14, 2011

PARTICIPANTS

I-95 Corridor Coalition:
George Schoener

Vehicle Probe Project Webcast Attendees:	
Zoe Neaderland, Jesse Buerk	DVRPC
Gene Glotzbach	Florida DOT
Hugh Colton	Georgia DOT
Wenjing Pu	MWCOG
John Allen	New Jersey DOT
Keith Miller, Anson Gock, Mary Ameen	North Jersey Transportation Planning Authority, Inc.
Bob Pento	Pennsylvania DOT
Tiffany Tran	Richmond Regional Planning District Commission
Scott Cowherd	Virginia DOT
Stan Young, Michael VanDaniker	University of Maryland
Rick Schuman, Jeff Summerson	INRIX
Todd Kell	PBS&J
Phil Tarnoff	Consultant
Vehicle Probe Committee Members – Not in Attendance	
Delaware DOT, New York State DOT, Maryland SHA/CHART, North Carolina DOT, South Carolina DOT, FHWA	

Consultant Support Staff:
Karen Jehanian, Joanna Reagle, Bridget Bitto KMJ Consulting, Inc.