



Vehicle Probe Project Committee Monthly Status Webcast April 20, 2010 Minutes

Participants – see attached

Agenda

	Topic	Speaker
1	Introductions and Welcome	Bill Stoeckert
2	Review of Action Items from previous webcasts	Karen Jehanian
3	Communications Update	Karen Jehanian/Bill Stoeckert
4	INRIX Update	Rick Schuman
5	Data Validation Update	Stan Young
6	Ramp Analysis Update	Stan Young
7	Vehicle Probe 3-Year Plan Proposal Update	Bill Stoeckert
8	Confidence Value and Smoothing White Paper	Phil Tarnoff/Rick Schuman
9	Agency Questions and Updates	All
10	Contract Update	Kathy Frankle
11	Participation in Meetings/Conferences	Karen Jehanian
12	Review of Action Items from this call	Karen Jehanian
13	Selection of Date for Next Webcast	All

1. Introductions and Welcome

Bill Stoeckert opened the webcast at 10:35 a.m. by welcoming everyone and thanking those participating. The following is a summary of the discussion. These meeting minutes and all Vehicle Probe Project (VPP) information is 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 reviewed the action items from the February and March webcasts.

3. Communications Update

Karen Jehanian reviewed the correspondence sent to the project team and the website postings since the last webcast. She reviewed the schedule of system integration meetings noting that meetings were held during April in both Pennsylvania and Georgia. She noted that Joanna Reagle is in touch with Ken Earnest regarding a meeting with Virginia DOT representatives in May.



4. INRIX Update

Rick Schuman covered the following topics: Project Statistics, and System/Service Upgrades, including Map Updates and Support Inquiries. Rick began by presenting the basic statistics about the service availability in March 2010 (100%). Use of the monitoring site grew to 341 users (as of 3/29/2010) and it is anticipated that it will grow again with Florida participation. The data feed participation has been static (40) but archive requests have increased to 351 (as of 4/11/2010).

Rick noted that the map update (from TA version "0810" – Oct '08 – to TA version "0909" – Sept '09) has been rescheduled from April 7th to the afternoon/evening of April 27th, due to business/contract issues unrelated to the I-95 VPP that have since been resolved.

The map update also includes a TMC table update (to version 3.6) which adds 20-30 miles of NC freeway gaps and adds Baltimore tunnels. Jeff Summerson has coordinated with API users and will check back with all to answer any questions. Rick noted that the TMC update also adds the code "P4" for "highway to highway ramps", however this ramp information is not yet available from the data feed or on the monitoring site. The interface guide will also be updated to include the P4 code.

Glenn McLaughlin of the Maryland SHA (CSC) had a question about the TMC codes. Rick clarified that all TMC codes are available to all members in all regions. Jim Hadden of NJDOT inquired about implementation of the C-Value. Further information about the C-Value will be discussed later on the agenda.

5. Data Validation Update

Stan Young reviewed the Data Validation effort to date. He discussed the table titled "Data Validation Status" noting that UMD is analyzing the data from North Carolina, is currently collecting data in Delaware and is preparing for their next deployment in New Jersey in May.

Stan reviewed the validation results for Maryland (data collected on February 2-5 and 8, 2010). The data was limited to four days due to the early February blizzards. However, Stan noted that the sensors on the I-495 DC beltway between Route 355 and I-95 (10 freeway segments), provided data of exceptional quality on the four days prior to the sensor being buried in snow until the batteries finally went dead. He noted that the probe data were within contract specification for both the average absolute speed error and speed error bias in all speed bins. In response to a question, Stan also noted that when there is not enough Bluetooth data to compare to INRIX, then the INRIX data is not shown (as on slide 22). In a table showing Maryland's cumulative data quality to date, Stan noted that 2/3 of the data is provided by the February 2010 effort.

He also reviewed the summary payment calculation which was over 100%, the excess of which is attributable to INRIX's "offset credit".

Next, Stan reviewed the improvement in Real-Time Data. He noted that data with a Confidence Score of "30", indicating real-time data, has increased from a little over 50 percent in the fall of 2008 to 70 percent now. It is anticipated that data scored as "30" will further increase in the summer months when traffic volumes are heavier. He will continue to track real-time data in all states to determine if there are increases in



the amount of data that scores “30” as a Confidence Score.

Stan also provided a comparison graphic illustrating the number of hours of data collected each month. He noted that on average 1000 hours of data is gathered each month, however, the number of congested hours are only a portion of that data. Areas with the highest levels of congestion are targeted for these data validation efforts.

The arterial data collected to date will be shared within the validation group and discussed in a conference call to be scheduled next month. Anyone interested in this effort is welcome to participate in the conference call and should contact Joanna Reagle at jreagle@kmjinc.com or 610.228.0760 to be included in this group.

6. Ramp Analysis Update

Stan reported that Bluetooth data will be collected on the ramps in New Jersey during their next validation and used to kick off the validation effort for ramps.

7. Vehicle Probe 3-Year Plan Proposal

Bill Stoeckert gave the full presentation of this plan last month. A webcast was held on April 7, 2010 with TISPTC members. The general consensus he received was to move forward with the 3-Year Plan. The TISPTC are concerned about the cost to the agencies. Bill is continuing to fine tune the proposal and considering several options for cost. He said that he understands and appreciates the importance of cost for agencies to make their participation decisions and assures that the Coalition will do their best to get a final proposal to the member agencies as soon as possible. Bill continues to work to create a plan for the Executive Board on June 8, 2010.

8. Confidence Value and Smoothing

The white paper regarding this subject has been prepared, distributed to the VPP Team members and posted on the Coalition website. Phil noted that the data validation efforts average the data over the collection period. To address the concerns of agencies about data fluctuation in shorter time intervals, a smoothing technique has been developed to eradicate sporadic fluctuations in the data. He explained that in the typical data process, probe data was processed at the TMC for use in VMS/511 systems. Smoothing the data is done prior to the typical TMC processes and use in VMS/511 applications.

It was noted that the Confidence Value (C-Value) is a data parameter created to help member agencies to further classify the data quality. Graded 0 through 100, the C-Value is provided for data which has scored a “30” as a Confidence Score. The C-Value is used primarily to flag suspicious data or stop automatic processes. The C-Value is based on the raw probe data, not the smoothed. The smoothing would be implemented at the TMC during its data processing prior to calculation of travel times.

The Interface Guide currently says you must request addition of the Confidence Value parameter but everyone is receiving it. The Interface Guide will be revised to reflect this change.



9. Agency Questions and Updates

Rick Schuman clarified that the intention of the Vehicle Probe Project was to allow all agencies to see all the data available, not just the data available for their own state. The data is partitioned, however, to make the transference of data more manageable. TMC set IDs for all states can be accessed simply by requesting the appropriate TMC set(s). This is also true for data queries, live feeds, and tile overlays. The frequency of the data reports and the level of integration into current data applications can be controlled by the member agency receiving the data. The only exception may be in New York, where the data is generated by the Safe Trip 21 project and is only available through trip planner or the monitoring site.

10. Contract Update

Kathy Frankle noted that Richmond MPO inquired about a DUA. She also noted that Florida DOT is planning an expansion by May 1, 2010 and that North Carolina is planning to extend the contract to September 2015. Kathy stated that Maryland SHA and the Transportation Authority are going in together on one agreement and the signed contract should be received by July 1, 2010, although the Transportation Authority mentioned wanting to have the agreement in place prior to Memorial Day.

Scott Silva of VDOT asked whether an agreement can be prepared and executed when VDOT is ready to proceed. Kathy Frankle will check on whether an agreement can be placed without any funding attached.

Kathy noted that the Delaware Valley Regional Planning Commission (DVRPC) inquired as to access to the monitoring site and she forwarded a copy of both agreements to them. It was stressed at the meeting that you do not have to be a Department of Transportation to get access to the monitoring site, just a member of the I-95 Corridor Coalition.

11. Participation in Meetings/Conferences

Karen Jehanian explained that presentations on the Vehicle Probe Project will be made during the 2010 Annual Meeting of the Mid-Colonial District of ITE on Thursday, April 29, 2010 at 1:45 p.m. in Newark, DE. Bill Stoeckert, Stan Young, Rick Dye, and Stacy Unholz will be making presentations during this session. Karen also noted that the VPP would be discussed during the NATMEC conference in Seattle, Washington, as part of the "Use of Public/Private Sector Data: Challenges, Successes, and Opportunities" on Thursday, June 24, 2010, from 8:30 a.m. to 10:00 a.m.



12. Review of Actions Items

#	Responsible Party	Action Items	Status
1	Kathy Frankle	Will check whether an MOU can be created without funding	
2	INRIX	Update the project interface guide to include: <ul style="list-style-type: none">• additional ramp definitions (such as the P4 code)• updated information on availability of C-Value	

13. Date for Next Meeting

A date for the next meeting was proposed and reviewed by the participants. All agreed that **Wednesday, May 26, 2010 at 10:30 a.m.** was acceptable.

Any questions in the meantime should be directed to:

- Bill Stoeckert at 774.207.0367 or wstoeckert@yahoo.com
- Stan Young at 301.403.4593 or seyoung@umd.edu
- Rick Schuman at 407.298.4346 or rick@inrix.com
- Jeff Summerson at i95Support@inrix.com for questions or comments regarding the monitoring site
- Contract issues should be directed to Kathy Frankle at kfrankle@umd.edu

Mr. Stoeckert thanked the Committee members for their time and valuable input. The conference call was adjourned at 11:35 AM.



**Minutes
Vehicle Probe Project Committee
Webcast/Conference Call
April 20, 2010**

PARTICIPANTS

I-95 Corridor Coalition:
Bill Stoeckert

Vehicle Probe Committee Webcast Attendees:	
Gene Glotzbach	Florida DOT
Ben McKeever	FHWA
Glenn McLaughlin	MdSHA/CHART
Jim Hadden	New Jersey DOT
Jo Ann Oerter	North Carolina DOT
Scott Silva	Virginia DOT
Kathy Frankle, Stan Young	University of Maryland
Rick Schuman, Jeff Summerson, Pete Costello	INRIX
Stacy Unholz	PBS&J
Phil Tarnoff	Consultant
Vehicle Probe Committee Members – Not in Attendance	
Delaware DOT, Georgia DOT, New York State DOT, Pennsylvania DOT, South Carolina DOT	

Consultant Support Staff:
Karen Jehanian, Marie Pantalone KMJ Consulting, Inc.