



Vehicle Probe Project Committee Monthly Status Webcast January 7, 2010 Minutes

Participants – see attached

Agenda

	Topic	Speaker
1	Introductions and Welcome	Bill Stoeckert
2	Communications Update	Bill Stoeckert/ Joanna Reagle
3	INRIX Update	Rick Schuman
4	Validation Effort Update	Stan Young
5	Agency Highlight: South Carolina DOT	Mike Bowman/Tisha Dickerson
6	Agency Questions and Updates	All
7	Contract Update	Kathy Frankle
8	Participation in Meetings/Conferences	Karen Jehanian
9	Review of Action Items from this call	Karen Jehanian
10	Selection of Date for Next Webcast	All

1. Welcome and Introductions

Bill Stoeckert opened the webcast at 10:30 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. Communications Update

Karen Jehanian briefly reviewed the website postings and the correspondence sent to the project team since the last webcast. She also reviewed the schedule of the system integration meetings being held with agencies participating in the Vehicle Probe project.

3. INRIX Update

Rick Schuman covered the following topics: Project Statistics, System/Service Upgrades, and "Ramps" Research. He presented the basic statistics about the service availability through November 2009 and individual account/users, and the archive requests for the month of December 2009. Rick noted the connected services upgrade was successfully made on December 10, 2009. He reviewed the monitoring site improvements and noted that the C-value is now available in the API feed. He stated that an update to the Interface Guide with an explanation on how to



use the C-value should be published in late January 2010. Rick also noted that a map/platform update is planned for the March 2010.

Rick discussed the status of the ramp research. He noted that the current TMC version is 3.4 that it contains the “Highway to Highway Ramps” in Top 10 Markets including NYC, Philadelphia and DC areas. The next map update (version 3.6) is planned for early spring and will contain the “Highway to Highway Ramps” in Top 50 Markets. Rick also noted that due to the nature of the data, the ramp TMC codes cannot be put in tabular format; instead maps with the ramps covered are being prepared.

After much discussion by the group it was decided that the next steps in the ramp analysis for Rick Schuman (INRIX), Jim Hadden (NJDOT), and Glenn McLaughlin (MdSHA) to determine the initial ramps that they would like to be studied in their regions to determine the accuracy of the VP data on ramp TMCs – including both traditional interchanges and more complex situations. Phil Tarnoff noted that the accuracy specifications used for the mainline segments should be reconsidered for ramp TMCs. Phil will propose an initial set of specifications and send a strawman to VP Project Team members for their input prior to the next webcast.

4. Validation Effort Update

Stan Young reviewed the Data Validation effort to date. He discussed the table entitled “Data Validation Status” noting that data for validation was collected in New Jersey in October 2009 and in Virginia in November 2009. Stan stated that the validation results for these efforts would be reviewed by the project team during the next webcast. Stan also noted that the first validation effort in Pennsylvania began on January 6, 2010.

Stan reviewed several validation issues noting that the multi-TMC evaluation method (combining smaller segments into one larger segment for evaluation purposes) is now being used in validation efforts. He also noted that when evaluating arterials, the use of speed bins may not be appropriate. Stan stated that UMD will be assessing the improvement of data quality in two ways. First, they will look at the existing quality metric (confidence score - 10, 20, 30) as a percent change comparing statistics by state and roadway, if possible. Second, they will look at data quality through the use of the new quality metric (c-value).

5. Agency Highlight: South Carolina DOT

Karen Jehanian introduced Tisha Dickerson and Mike Bowman from the South Carolina DOT. She noted that SCDOT currently has coverage on the entire interstate system within their state. She stated that they would be providing the Project Team with some information on their use of the Vehicle Probe data.

Mike and Tisha noted that Travel Times, based on the VP data, were being displayed on Variable Message Signs (VMS) in the Columbia area and yielding positive response. They noted that a local reporter timed his travels, compared them to the Travel Times on the VMS, and found very good results. Overall, the public response to this effort has been very positive. They have found that the VP data was very useful while they were monitoring a typically problematic interchange (I-26/I-95) for incidents during the Thanksgiving holiday travel period. They have also found that the VP data is very useful for incident detection in rural areas. Mike noted that with the VP data SCDOT is able to alert the Highway Patrol to an incident often



before the Highway Patrol receives the call from the 911 operator which improves clearance time. This use has shown the Highway Patrol the value of the VP data and they trust and value the information.

In the future, the SCDOT plans to use the VP data for Travel Times statewide, to replace radar detectors, to integrate into their 511 system, and to assist with hurricane evacuations. They concluded their presentation by reiterating that their partner agencies within South Carolina see the usefulness of the VP data and ask for it.

The webcast participants asked questions. The following is a summary of the information provided. SCDOT noted that they look across the border to Georgia and North Carolina for incidents and see how they are influencing South Carolina traffic. Mike Bowman recounted one incidence when North Carolina requested that SCDOT activate their VMS to advise NB motorists entering NC of smoke resulting from a controlled burn (set by the Dept. of Conservation).

Todd Kell, PBS&J, noted that he had a recent conversation with JoAnn Oerter, NCDOT, regarding their sharing of data with South Carolina (both states of full interstate coverage).

6. **Agency Questions and Updates**

Several questions were submitted prior to the webcast and they were discussed by all attendees.

Question 1: Please confirm the contract completion date? Bill stated that the completion date for the current contract is June 30, 2011. Kathy Frankle noted that the contract was developed through the University of Maryland (UMD) with extensions available.

Question 2: Please review the options to extend? Kathy Frankle stated that the contract can be extended by seven years after June 30, 2011. Currently, there are seven-one year options but that may soon be changing to a four-year extension and a three-year extension. She noted that this will not change the overall amount of time an agency can contract through UMD. She also noted that if an agency currently has a contract with the UMD they can put in place a contract renewal.

Question 3: What are the Coalition's long term intentions regarding continuing to purchase private speed data on behalf of members? Bill Stoeckert noted that the Coalition has begun considering the options which range from the Coalition continuing full funding of this project to the member agencies securing all of the funding needed to continue receiving data. It could also be decided to grant partial funding, such as helping those agencies using the VP data. Bill noted that a significant issue in funding is the "Regional Importance" of this data. He also noted a decision on additional funding would be made by December 2010 and that the Coalition is currently looking for input from the Member Agencies on the future of the VPP funding.

Question 4: Is anyone providing cross-border or regional information that includes another state's Vehicle Probe or other data on your own state's 511? None of the member agencies indicated that they were currently sharing their data with another state. Rick stated that the data is available through the API feed for each agency with a DUA for the TMCs outside of their state. Stan and Rick will work with Jim Hadden, and any other interested Project Team member (with a DUA) to receive data from their border or other states as requested.



7. Contract Update

Kathy Frankle gave an update on the contract noting that no new DUAs have been signed since October 2009. Kathy also noted that UMD is processing an agreement with the Maryland Transportation Authority for an expansion of VPP coverage to include 25 miles near the Bay Bridge. Kathy She also mentioned that VDOT working through PBS&J to keep their expanded coverage in the Tysons' Corner area.

8. Participation in Meetings/Conferences

Karen Jehanian briefly reviewed the sessions in TRB related to the Vehicle Probe Project including: "SafeTrip-21: Recent Field Test Results & Lessons Learned", "Management & Operations Applications Using the Vehicle Probe Project Data from the I-95 Corridor Coalition", and "Options for Transportation Data: Nontraditional Data Sources". Karen also noted that the Travel Information Services Program Track Committee of the I-95 Corridor Coalition is hosting a webinar entitled "The Use of Social Media in Travel Information" on Thursday, January 28, 2010 at 10:00 AM. She encouraged all to participate in the webcast.

9. Review of Actions Items

#	Responsible Party	Action Items	Date Due	Completed
1	INRIX, NJDOT, MdSHA	Determine initial ramps to be studied to determine the accuracy of the VP data on ramp TMCs		
	Phil Tarnoff, UMD	Determine accuracy specifications 1. Propose initial specifications 2. Send a strawman to Project Team members for input	2/9/10	
2	Agencies	As part of validation process, propose ramps that each agency would like to see included to determine the accuracy of the VP data on ramp TMCs		
3	UMD, NJDOT, INRIX	Rick and Stan will work with Jim Hadden regarding his access to VPP data outside of NJ.		
4	KMJ	Post revised slide presentation and meeting minutes for January 7, 2010 webcast to the I-95 Corridor Coalition website		

10. Date for Next Meeting

A date for the next meeting was proposed and reviewed by the participants. All agreed that **Tuesday, February 9, 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 noon.



**Minutes
Vehicle Probe Project Committee
Webcast/Conference Call
January 7, 2010**

PARTICIPANTS

I-95 Corridor Coalition:
Bill Stoeckert

Vehicle Probe Committee Webcast Attendees:	
Bob Rupert	FHWA
Gene Glotzbach	Florida DOT
Sue Catlett, Jim Hadden	New Jersey DOT
Nathan Erlbaum	New York State DOT
Tisha Dickerson, Mike Bowman	South Carolina DOT
Phil Tarnoff, Kathy Frankle, Stan Young	University of Maryland
Rick Schuman, Jeff Summerson, Pete Costello	INRIX
Todd Kell	PBS&J
Vehicle Probe Committee Members – Not in Attendance	
Delaware DOT, Maryland SHA – CHART, North Carolina DOT, Pennsylvania DOT, Virginia DOT	

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