



Vehicle Probe Project Committee Monthly Status Webcast December 8, 2010 Minutes

Participants – see attached

Agenda

Topic		Speaker
1	Introductions and Welcome	Bill Stoeckert
2	Communications Update	Karen Jehanian
3	INRIX Update	Rick Schuman
4	Data Validation Update	Phil Tarnoff
5	Vehicle Probe Year 19 Update	Bill Stoeckert
6	Spotlight Presentation: Real-time System Management Information Program – Final Rule	Bob Rupert
7	Agency Questions and Updates	All
8	Contract Update	Kathy Frankle
9	Participation in Meetings/Conferences	Karen Jehanian
10	Review of Action Items from this call	Karen Jehanian
11	Selection of Date for Next Webcast	All

1. Introductions and Welcome

Karen Jehanian 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. She noted that Bill Stoeckert, Stan Young and Kathy Frankle were at a meeting to secure funding for the continuation of the Vehicle Probe Project and unfortunately could not be participate in this webcast. 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. Communications Update

Karen Jehanian reviewed the correspondence sent to the project team and the website postings since the last webcast. She noted that the original RFP maps for the Vehicle Probe Project are available on the highlights page of the coalition website under "Technical Information". Karen reminded participants that any agency who would like to have a meeting with the VPP Management Team should contact Joanna Reagle at jreagle@kmjinc.com.



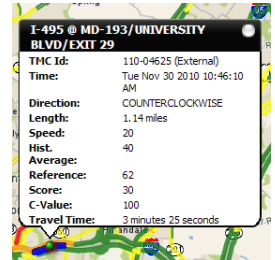
3. INRIX Update

Rick Schuman began by presenting the project statistics about the service availability for October 2010 (100%). He noted that service availability in November was not 100% due to issues with data reporting only “20” scores for 6hr, 10 min (5:03 – 11:13 PM) on November 17th and data collected on the day before Thanksgiving. He noted that as of November 29, 2010, use of the monitoring site grew to 407. The data feed participation is currently 43, and archive requests have increased to 494 (+22 since last report). 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 the time and effort required to complete. Rick mentioned that coverage in Maryland as of August 31, 2010 was expanded to include the US50/Bay Bridge gap.

Rick noted that in previous webcast participants have asked for further explanation on the Score and C-Value parameters. Although this information is provided in the Project Interface Guide, he understands that it is not clear to all. Therefore, he presented information “in layman’s terms” on “Score by Time of Day” including what happens between 10pm – 5am. The slides Rick used to explain the “Score” values by time of day in terms of reference, historical average, and speed are listed below.

Explaining “Score” by Time of Day (page 2 of 3)

- 3 Speed Values in Data for each segment
 - “Reference” – free flow speed for segment
 - Determined by 85th percentile of overnight speeds
 - Capped at 65 MPH
 - Computed each map update – rarely changes
 - “Hist. Average” – expected speed that time/day
 - Average speed for specific time/day, between 5A and 10P
 - Computed each map update – rarely changes
 - Based 2 most recent years of data at time of map update
 - “Speed” – best estimate of current conditions
 - If enough raw real-time data to compute reliable speed estimate
 - Real-time speed estimate computed and published (Score = 30)
 - » C-Value (0-100 Scale; 0 – low, 100 – high) included as parameter when Score = 30
 - Note: Overnight (10P-5A) processing more rigorous to reduce false congestion reporting probability
 - If not enough raw real-time data to compute reliable speed estimate
 - From 5am to 10pm each day, historical speed is provided, (Score = 20)
 - From 10pm to 5am each overnight, reference speed is provided (Score = 10)

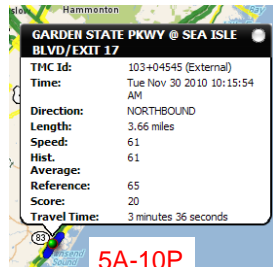




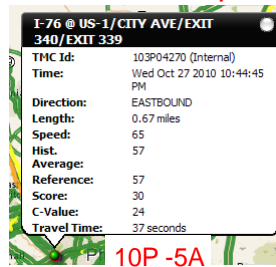
Explaining "Score" by Time of Day (page 3 of 3)

Metric	Hour of Day																									
	12-1A	1-2A	2-3A	3-4A	4-5A	5-6A	6-7A	7-8A	8-9A	9-10A	10-11A	11-12P	12-1P	1-2P	2-3P	3-4P	4-5P	5-6P	6-7P	7-8P	8-9P	9-10P	10-11P	11P-12A		
Speed ("S")	S or R					S or H																				
Historical Speed ("H")	R	-----	R	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	R	--	R
Reference Speed ("R")	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R

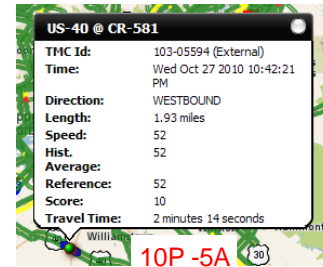
Examples



5A-10P
S → H (Score = 20)



10P -5A
S = S (Score = 30)



10P -5A
S → R (Score = 10)

4. Data Validation Update

Phil Tarnoff reviewed the Data Validation effort to date. He discussed the table titled "Data Validation Status" noting that analysis of the Pennsylvania arterials data was corrected and the validation report was updated. He also noted that the report for the Virginia deployment in September was reprocessed in early December and is pending Coalition review due to historical data in the archive when it should have been real-time. Phil also noted that the Maryland deployment occurred in mid-October 2010 and is currently under review by MdSHA and the Delaware deployment occurred in November and is pending Coalition review. He stated that validation is planned for North Carolina in January 2011 and South Carolina in February 2011.

Phil reviewed the validation results for Maryland (data collected October 6, 2010 through October 18, 2010). The data was collected on eight freeway segments on US50 and I-495/I-95. He noted that there were approximately 35 hours of data with speeds less than 30 mph and all the data was within specification for data quality. Phil stated that the Maryland validation produced the lowest AASE of 2.4 MPH and was the most productive deployment to date.

Phil noted that the cumulative data from the four validation efforts in Maryland (August 2008, March 2009, February 2010 and October 2010) represents more than 2,800 hours of observations with more than 300 hours of congestion data. The absolute average speed error is within specification for all speed bins and the speed error bias is within specification for all speed bins except the over 60 MPH bin.



Phil noted that ramp data was also collected as part of the Maryland validation. He explained that the seven ramps analyzed, were long with good geometrics and link US50 and I-495/I-95. Ramp data is being evaluated for informational purposes only, and is not subject to the quality specifications for freeway data. Phil noted that the specifications for freeway AASE were met in all speed categories for the ramp data, and the specifications for freeway speed error bias (SEB) were met in the 30-45 MPH, and 45-60 MPH speed bins. The ramp validation failed to meet the freeway SEB specification by only 0.6 and 0.4 MPH for the 0-30 MPH and >60 MPH speed bins respectively.

A discussion of the Score values followed. Phil Tarnoff reviewed the results of the “Score” analysis – specifically, what happens to the data quality metrics when you separate out the data with a Score of less than 30. Phil noted that for the recent Pennsylvania data with a Score equal to 30, 70% of the data was retained and the AASE in the lower speed bins was reduced. For the recent Maryland data, Phil noted that there was a minimal change when only the data with a Score equal to 30 was compared to the total data set, as compared to the analysis of the PA data. He also noted that Maryland had much less off peak congestion.

Phil announced that a webcast on Data Quality for Arterials will take place on December 16, 2010. He also mentioned that volume data from ATRs placed in Maryland is currently being studied along with speed data. In addition, an analysis of the “C-Value” is currently in progress including similar to “Score” analysis.

5. Vehicle Probe Project Year 19 Update

Karen Jehanian reviewed the states that have committed to participating in the VPP for Year 19 (with the 50/50 option) and they include: New Jersey, Delaware, Maryland, Virginia, North Carolina, South Carolina and Florida. Karen also noted that the Executive Board of the I-95 Corridor Coalition met on Monday, December 6, 2010 and approved the Year 19 funding for the Vehicle Probe Project as well as the other TISPTC projects. On behalf of the Coalition, she thanked all of the participating states and reminded the other agencies that they are still able to opt into the project for Year 19.

6. Spotlight Presentation: Real-time System Management Information Program – Final Rule

Bob Rupert (FHWA) discussed the Real Time System Management Information Program – Final Rule. He briefly reviewed the legislation under SAFETEA-LU, Subtitle B, §1201 which establishes a real-time system management information program in all states, monitors traffic and travel conditions of the major highways, and shares information to address congestion problems and facilitate traveler information. He explained that no new funding has been provided by the legislation and explicit federal-aid eligibility is under NHS, STP, and CMAQ. He also noted that the approach taken was technology agnostic and would be built off of existing systems that most states have in place. Bob reviewed the potential applications of information including real-time performance monitoring and traveler information.



Bob Rupert explained the provisions of the Rule 23 CFR 511 noting that it is a two-stage implementation. All Interstates need to be included within 4 years (November 8, 2014) and other metropolitan “Routes of Significance” need to be included within 6 years (November 8, 2016). He noted that Metropolitan areas are defined as populations greater than one million. He explained that the timeliness of information is required to be within 20 minutes for construction, incident, and adverse weather conditions and within 10 minutes for travel times. In addition, information provided needs to be 85% accurate and 90% available.

Bob explained the changes between the final rule and the NPRM. Changes included: change times for compliance from two to four years for the initial phase (interstate routes) and four to six years for phase two (other routes of significance), change roadway weather requirements from all conditions to hazardous conditions and road/lane closures, require states to identify methods used to ensure quality of information, travel times only required for limited-access routes, and highlight institutional partners which would help address filling the 24/7 gap in some states.

Bob stated that the final rule is effective December 23, 2010 but they are still collecting comments through December 23, 2010. Specifically, they are looking at comments to the five questions listed on the docket but comments will be accepted on any part of the rule. Bob also noted that FHWA is trying to collect “best practices” for measuring quality from states and information regarding costs and benefits. In summary, the final rule is a program for establishing information, not delivery of that information. (Post meeting note: FHWA held a webinar on December 14, 2010 regarding this rule)

Questions were asked following Bob Rupert’s presentation. Bob was asked if FHWA is looking at accuracy as a function of speed. Bob indicated that they were not currently doing so. Scott Silva asked if Virginia needs to capture travel times at night. Bob replied that the information needs to be available but does not need to be posted for travelers.

Bob was asked if this rule is expected to alter traveler behavior. Bob noted that is one of the reasons they are collecting information on the benefits and costs. Karen Jehanian offered to send Nate Erlbaum information on the effects of providing travel information to motorists.

7. Agency Questions and Updates

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

- Bob Pento (PennDOT) noted that they are looking at where they have gaps in real-time data and are currently formulating comments for the Real Time System Management Information Program – Final Rule.
- Gene Glotzbach (Florida DOT) noted that Florida has modified their software to accept INRIX data (on I-10 in northern Florida) and they will be reporting travel times for this area on 511.
- Jim Hadden (New Jersey DOT) noted they are currently providing test to voice alerts. He also stated that popular drive times for all interstates based



on INRIX data are posted on the website, they are testing it on the phone right now and it should be out by early January 2011.

- Scott Silva (Virginia DOT) noted that Virginia is integrating INRIX data into their travel time module and it should be out by summer 2011.
- Randy Selleck (Richmond Regional Planning District Commission) noted that they are just starting to look at using INRIX data for travel times as INRIX provides more flexibility during different times of the day.

8. Contract Update

Karen Jehanian noted that Rutgers University (for NJDOT) signed a DUA two weeks ago.

9. Participation in Meetings/Conferences

Karen briefly reviewed the upcoming meetings for 2011 including the TRB Annual Meeting, ITE Meetings (Technical Conference and Annual Meeting), the TRB - 4th International Transportation Systems Performance Measurement Conference 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.

10. Review of Actions Items

The following action items were generated from the webcast:

#	Responsible Party	Action Item
1	Karen Jehanian	Send Nate Erlbaum information on the effects of providing travel information to motorists
2	All	Provide comments regarding Real-time System Management Information Program – Final Rule by December 23, 2010 to the Docket (ID#: FHWA-2010-0156-0001) through Regulations.gov at http://www.regulations.gov/search/Regs/home.html#submitComment?R=0900006480b84022



Date for Next Meeting

A date for the next meeting was proposed and reviewed by the participants. It was agreed that **Thursday, January 20, 2011 at 10:00 a.m.** was acceptable. It was noted that the time for this meeting is ½ hour earlier than the usual time. 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

Karen Jehanian thanked the Committee members for their time and valuable input. The conference call was adjourned at 11:50 AM.



**Minutes
Vehicle Probe Project Committee
Webcast/Conference Call
December 8, 2010**

PARTICIPANTS

I-95 Corridor Coalition:
Bill Stoeckert (attended the Maryland Dept. of Public Works Staff Briefing)

Vehicle Probe Project Webcast Attendees:	
Scott Silva, Scott Cowherd, Melissa Lance	Virginia DOT
Nathan Erlbaum	New York State DOT
Jim Hadden, Sue Catlett	New Jersey DOT
Gene Glotzbach	Florida DOT
Bob Pento, Jay Sengoz, Chris DeLeone	PennDOT
Randy Selleck	Richmond Regional Planning District Commission
Wenjing Pu	MWCOG
Anson Gock, Jeffrey Vernick	North Jersey Transportation Planning Authority, Inc.
Bob Rupert, Jawad Paracha	FHWA
Rick Schuman, Jeff Summerson, Pete Costello	INRIX
Phil Tarnoff	Consultant
Vehicle Probe Committee Members – Not in Attendance	
Delaware DOT, Maryland SHA, North Carolina DOT, South Carolina DOT	

Consultant Support Staff:
Karen Jehanian, Joanna Reagle, Natalia Hrebien KMJ Consulting, Inc.