VPPII Agency Project Team Webcast – September 22, 2015

Agenda:

#	Topic	Speaker
1	Welcome & Coalition News	George Schoener, I-95 Corridor Coalition (I-95 CC)
2	VPPII Update – Data Validation & Tech Activities Validation • Summary • Presentation of Results (Virginia & Maryland) • Real-Time Volume project status	Masoud Hamedi Reuben Juster UMD CATT Works
3	VPP Suite • Co-chair Update • Features Status • User Forum (Probe Data Analytics Forum)	Michael Pack John Allen UMD CATT Lab
4	Updates by Agencies – PennDOT, NJTPA, MWCOG, VDOT	All Facilitated by Karen Jehanian KMJ
5	Other VPPII Activities • Website changes & Project documents • Papal Visit Update • Upcoming meetings	Karen Jehanian, KMJ Consulting (I-95 Corridor Coalition support)
6	Wrap up & Thank you	George Schoener, I-95 CC

Next Meeting:
The next VPPII Agency Project Team webcast is scheduled for **Thursday, December 17, 2015, 10:30am - noon.**

Important Notes:

1. ***Coalition News*** – The Coalition's Executive Board will be holding their meeting on September 25, 2015, in conjunction with the AASHTO Meeting. Jesse Buerk (DVRPC) and Kevin Lacy (NCDOT) will be making presentations on their agencies use of the VPP data and VPP Suite.
   George Schoener will be retiring as from the Coalition at the end of 2015. The search for his replacement will begin soon.
2. ***VPP Coverage Summary*** – Agencies are actively investigating their options within the VPP "marketplace" to determine which vendor best meets their needs.
3. ***VPP Data Validation*** – Current schedule was provided. Results from the VA-09 and VA-10, both sections of US 1, were presented. MD-09, US 50, was also presented including the impact of HOV.

4. ***Real-Time Volume and Turning Movements project*** – A cooperative approach between industry and the Coalition/members is being used. Phase 1 (6-9 months) will include development of specs/formats/validation, testbed constructed from volume data of known accuracy and an origin/destination (freight) workshop. Phase 2 is contingent on the first phase. It is planned to include development and testing with testbed and vendors and Real-time proof of concept for volume and turning movements. At the end of Phase 2, vendors will determine if they have viable products that can be made available to members (separate from the VPP contract).
   Please contact Reuben Juster (rmjcar@umd.edu) if you are interested in being part of the working group for this project.
   This project (Phase 1 & 2) are being funded by the Coalition with part of the MCOM2 grant monies specified for this project.
5. ***VPP Suite*** – Upcoming features include: Multivendor Congestion Scan, Delay by TMC (an additional display options for the Total Cost table), and a New Bottleneck Algorithm (and display). The Probe Data Analytics Forum is live on the Coalition website. The purpose is to provide an open forum for Suite users to share ideas and best practices, answer questions, discuss issues with a larger audience and promote their work.
   The next VPP Suite User Group webcast is scheduled for Tuesday, October 13, 2015 (10:30am – noon).
6. ***Coalition website updates*** –
   - Direct link to "VPP Suite" page
   - Traffic View (I-95 Live Traffic) - Provides real-time traffic info and travel times, CCTV views, and accident and events on the I-95 Live Traffic page. This new page allows you to view traffic congestion and different types of incidents and events in a number of different states.
   - Updated coverage summary graphic and table are available on the Coalition website (VPP page, Contract Docs & Coverage Info tab)
   - Dedicated page for the Papal Visit (with links to travel information provided by member agencies)
7. ***VPP Contacts*** – phone number and email are on Coalition website and slides
   - Masoud Hamedi – VPPII Update – Data Validation
   - Reuben Juster – Technical Activities (including Road Coverage Info & Contract Tech Specs)
   - George Schoener – General project questions
   - Kathy Frankle – Contracting Issues
   - Karen Jehanian/Joanna Reagle - Logistics

Agency Updates:
The following updates were provided by member agencies:

- ***Pennsylvania DOT*** (Scott Benedict): PennDOT is expanding the number of DMS using VPP data to automate the travel times provided. They started in District 6 (Philadelphia) which was using toll tag data but switched to VPP data. PennDOT has now expanded into other Districts (Harrisburg, Scranton, Lehigh Valley) with the goal of going statewide. Currently they are waiting for rollout of their new ATMS system in the western part of the state before further expanding.

PennDOT is receiving INRIX XD data and they are in the process of upgrading their 511 map with this data. They are also planning to use this data in their ATMS system (likely by end of year).
PennDOT is using the VPP Suite user delay cost tool to monitor construction impacts on I-81 where delays were not initially anticipated.

- ***MWCOG/TPB*** (Wenjing Pu): The agency has been using the VPP data and the VPP suite for two major periodic reports published by our MPO:
    1. Quarterly updated National Capital Region Congestion Report (www.mwcog.org/congestion)
    2. Biennial Congestion Management Process Technical Report (www.mwcog.org/cmp). The next report is scheduled to publish mid-2016, and the VPP data and the VPP suite are expected as one of the major sources for highway performance measurement.

  MWCOG/TPB is also planning to use the VPP data and the VPP Suite for their 2015 Washington-Baltimore Regional Airport Ground Access Travel Time Study, which will be conducted by Patrick Zilliacus and Rich Roisman. The origin of this study goes back to the 80s, and usually floating car runs was the methodology for this study. For the first time in this study, however, VPP data and VPP suite will be the primary data sources for this study and only minimal floating car runs will be carried out, primarily for managed lanes. Also for the first time, the geographic scope of this study will be expanded to areas not surveyed before, such as Gettysburg, PA, York, PA, and areas in West Virginia.

- ***NJTPA*** (Sutapa Bhattacharjee): Noted that NJTPA is using the VPP Suite to update the regional performance analysis forming the base of their congestion management process. Specifically for the regional performance needs (travel time reliability) analysis. She noted that they are using buffer time index for the purpose downloaded through the trend map tool of VPP Suite. In the process, they faced some challenges such as bringing all the data points together as they were divided on the basis of directions and aggregating the values of the study period (2012 to 2014) to come up with one number for each TMC segment. She also noted that it is sometimes challenging to use the VPP Suite tools for regional analysis as for regional analysis fine grain temporal and spatial data is not necessary and hence often the dataset downloaded through the tool have to be aggregated. Michael Pack asked her to send the data/report so that the developers can see how they could help with the issue.

- ***Virginia DOT*** (Sanhita Lahiri): Shared how VDOT is evolving their use of the VPP data for their holiday travel trend analysis. Specifically, for arterials, she reviewed how VDOT is looking at the arterials included in the analyses. The ranges of congestion on the arterials are based on the Arterial Free Flow Speed (INRIX Reference Speed), this reference speed however varies widely within the same corridor and did not seem reasonable nor did the corridor congestion seem realistic to the agency. Therefore, VDOT adjusted the INRIX reference speed. On the same corridor, VDOT chose logical breakpoints based on judgment, change in speed limits, and change in number of lanes. Since speed limits on arterial sections may sometimes vary as well, they were grouped using judgment (e.g. by Posted Speed Limit 35-45, 45-50, 45-55, 55-60). A weighted reference speed was calculated based on the length of the “new corridor section”, and

then the congestion thresholds were applied to the length weighted free flow speed (LWFFS). (Where LWFFS = Sum of (TMC Length*FFS) within the "new section"/Length of "new section") VDOT found that estimating congestion based on LWFFS provided results more consistent with the field. (Note that the slide presented by Sanhita as well as her notes are included in the meeting presentation slides).

Participants:

I-95 Corridor Coalition:
George Schoener

VPPII Webcast Attendees:	
Jo Ann Oerter (Atkins)	Florida DOT
New Hampshire DOT	Denise Markow
Neha Galgali, Sudhir Joshi, Simon Nwachukwu, Ira Levinton, Branislav Dimitrijevic (NJIT)	New Jersey DOT
Yixin Wang	New York City DOT
Mike Bruff	North Carolina DOT
Scott Benedict	Pennsylvania DOT
Scott Cowherd, Mena Lockwood, Greg Bilyeu, Sanhita Lahiri, Rose Lawhorne	Virginia DOT
Eileen Singleton	Baltimore Metropolitan Council
Jesse Buerk	Delaware Valley Regional Planning Commission
Andrew Meese, Wenjing Pu	Metropolitan Washington Council Of Governments
Keith Miller, Sutapa Bhattacharjee	North Jersey Transportation Planning Association
Andrew Tracy	South Jersey Transportation Planning Organization
Rich Taylor	FHWA
Stan Young	NREL
Reuben Juster, Masoud Hamedi	University of Maryland
Michael Pack, John Allen	University of Maryland CATT Lab

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