

## TRANSPORTATION POOLED FUND PROGRAM QUARTERLY PROGRESS REPORT

Lead Agency (FHWA or State DOT):           Maryland State Highway Administration          

<b>Transportation Pooled Fund Program Project #</b>  TPF-5(252)	<b>Transportation Pooled Fund Program - Report Period:</b> <input checked="" type="checkbox"/> Quarter 1 (January 1 – March 31) <input type="checkbox"/> Quarter 2 (April 1 – June 30) <input type="checkbox"/> Quarter 3 (July 1 – September 30) <input type="checkbox"/> Quarter 4 (October 1 – December 31)	
<b>Project Title:</b> I-95 Corridor Coalition Vehicle Probe Project		
<b>Name of Project Manager(s):</b> Kathleen Frankle	<b>Phone Number:</b> 410-414-2925	<b>E-Mail</b> <a href="mailto:kfrankle@umd.edu">kfrankle@umd.edu</a>
<b>Lead Agency Project ID:</b> TPF-5(252)	<b>Other Project ID (i.e., contract #):</b>	<b>Project Start Date:</b> July 1, 2011
<b>Original Project End Date:</b> June 30, 2014	<b>Current Project End Date:</b> June 30, 2014	<b>Number of Extensions:</b>

Project schedule status:

On schedule    
  On revised schedule    
  Ahead of schedule    
  Behind schedule

Overall Project Statistics:

Total Project Budget	Total Cost to Date for Project	Percentage of Work Completed to Date
\$605,178	\$159,919.13	26.43 %

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
	\$53,306.38	

**Project Description:**

I-95 Corridor Coalition began an initiative in 2008 called the Vehicle Probe Project with the ambition of providing comprehensive and continuous travel time information on freeways and arterials from Maine to Florida using non-intrusive technologies based on vehicle probe methods. A collaborative effort among the I-95 Corridor Coalition members, the vehicle probe project envisioned a system that provided travel time and speed data for corridors that facilities interstate as well as intra-state movement.

The coverage area of the initial stage of the project was approximately 1,500 centerline freeway miles from New Jersey through North Carolina that began on July 1, 2008. The initial stage emphasized the delivery of quality data on freeways that provided through movement along the I-95 corridor. This included I-95, parallel freeways to I-95, and freeway and arterials that cross-linked these facilities and provided detour routes in the event of heavy congestion or incidents on the primary routes. The first stage has proved effective to monitor freeway travel times and speeds within the accuracy specifications in order to enable a variety of applications, most of which were operations based in nature. Since the initiation of the project, the geographic coverage of the system has been expanded to approximately 4,700 centerline miles of freeway and includes the entire limited access road network in New Jersey, and the entire interstate systems for North Carolina and South Carolina.

Participating I-95 Corridor Coalition member agencies have found numerous uses for the vehicle probe data, including:

- Travel Information for 511 (web and phone) Systems, Dynamic Message Signs, and Kiosks
- Travel Time Calculations for Message Boards
- Performance Measures and Travel Time Reliability Support
- Traffic Pattern Observations (in-state and multi-state)
- Trip Planning ([www.i95travelinfo.net](http://www.i95travelinfo.net))
- Analysis and evaluation of archived data for research on travel behavior

**Objective:** The objective of the second phase of the project is to continue to push forward to realize the entire vision of the Vehicle Probe Project, that of an ubiquitous and high quality source of travel time and speed data creating a seamless traffic monitoring system that spans the entire eastern seaboard using probe technology, and driving a variety of applications. The applications include not only Operations, but also Planning and Engineering, and not only existing applications, but also uses of the data not previously leveraged.

**Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):**

The data provided by the VPP continues to be within specification for accuracy. Although no additional validation data was collected this quarter, the UMD validation team was able to process the back-logged reports from PA, MD and FL. The validation data collection recommenced with data collection scheduled in Rhode Island and North Carolina starting in April. The results from PA, MD and FL confirmed that the VPP was meeting contract specifications. The validation has also been investigating data quality on ramps and local/express facilities, the results of which was summarized in a report released in March of 2012. Work also continues on developing appropriate specifications, validation procedures and pricing for arterial data.

Coordination between the INRIX (the contractor), the I-95 Corridor Coalition, the University of Maryland, and individual Coalition members. Dates of conference calls: Management Calls: January 19, February 2 and March 8, 2012; Team Call: February 8, 2012.

Virginia extended coverage to the entire state in this quarter, including all arterials. Planning organizations such as MPOs and state planning agencies continue to take a heightened interest in the VPP archive. This has resulted in continued development of the VPP suite, a central archive of VPP data and analysis tools. UMD supports this initiative

through participation in regional forums, the most recent of which was hosted by Delaware Valley Regional Planning Commission, and plans to continue coordination through a committee to help guide the VPP Suite to meet the evolving needs of the Coalition members.

UMD continues to support periodic management team and project team meetings with validation reports, budget reports, and information related to new members accessing the data feed (and signing the data use agreement.)

**Anticipated work next quarter:**

Continue to provide data to participating states through the web-based data feed, project monitoring web site and archived data web site, as well as provided web tile overlays and a coverage 'extension' that provides a detailed traffic map to all eastern states.

Coordination between the INRIX (the contractor), the I-95 Corridor Coalition, the University of Maryland, and individual Coalition members.

Validation efforts.

**Significant Results:**

Virginia extended coverage to the entire state in this quarter, including all arterials. Planning organizations such as MPOs and state planning agencies continue to take a heightened interest in the VPP archive. This has resulted in continued development of the VPP suite, a central archive of VPP data and analysis tools.

**Circumstance affecting project or budget. (Please describe any challenges encountered or anticipated that might affect the completion of the project within the time, scope and fiscal constraints set forth in the agreement, along with recommended solutions to those problems).**

N/A

**Potential Implementation:**