

V2I Deployment Coalition

Deployment Initiatives Technical Working Group (TWG 1)

May 26, 2016 Webinar

Notes and Summary of Discussions

Welcome / Overview of Webinar Logistics

Bill Legg welcomed the attendees. A list of those in attendance is provided at the end of these notes. This list may not be comprehensive, as attendees may have joined late and were not identified on the webinar. Please contact Dean Deeter at deeter@acconsultants.org to be added to the list.

V2I Maintenance Cost Discussion

Bill Legg provided a recap that one remaining activity TWG 1 would like to accomplish prior to July/August 2016 is to conduct a webinar to invite speakers with experience operating (or preparing to operate) V2I roadside equipment. The suggestion from the in-person meeting was that a representative from the University of Michigan Transportation Research Institute (UMTRI) could provide experience from their MCity deployment. Another suggestion was that Mohammad Talas from New York City could provide anticipated costs for operations of the New York City Connected Vehicle Pilot Deployment site.

Bill opened up the discussion for feedback from the group or other suggestions. Attendees of the call were in agreement with the approach to try to define the speakers of a future webinar and to determine if the webinar would be during a future monthly TWG 1 webinar, or a stand-alone webinar.

SPaT Concept Discussion

Bill Legg recapped earlier discussions about the Signal Phase and Timing (SPaT) Challenge. The current concept is to encourage the deployment of DSRC infrastructure with SPaT broadcast at a minimum of 20 intersections in each state by the year 2020, and that agencies would commit to operating these SPaT broadcasts for at least ten years. The concept recognizes that additional more complex deployments of V2I DSRC broadcasts are also being considered by DOTs and this would in no way prevent such deployments, but this is one basic entry level deployment that could be done at intersections across the country, and SPaT broadcast would be the minimum goal.

Bill explained that the benefits of state and local agencies deploying these technologies would be:

- The deployment will give DOTs an entry into the V2I deployment and operations arena (including valuable experience with procurement, installation, operations, and licensing);
- The deployment will help promote future (more advanced) V2I deployments; and
- It will show a commitment to the OEMs.

Bill opened up discussion about the parameters of the challenge (i.e. number of intersections, the year 2020 as the target, and the ten year operations number). The following feedback was received:

- Blaine Leonard noted that he thinks the 20 intersections is a good number to include. He liked the way it was referenced as a target because some agencies may decide to deploy less, and that is okay. Blaine suggested that the background material can describe that agencies need not deploy at least 20, as we don't want to discourage an agency that might deploy a smaller number.
- There were no other comments about the proposed parameters described in the one-pager.

A question was asked about what the SPaT Challenge will look like.

- Bill Legg commented that, as noted in the one-pager, the intent would be that TWG 1 (possibly in collaboration with the AASHTO CAV WG, and other TWGs) would likely develop or assemble information from other sources to create the tools as defined in the one-pager (e.g. guidelines for selecting corridors, procurement guidance, DSRC licensing information, installation guidance, estimated costs, and Identifying information on eligible funding).
- In addition to the tools, there would be the one-pager that would be circulated and used by others to share information about the SPaT Challenge.
- Also, Bill mentioned that AASHTO is working on developing an AASHTO Resolution on the SPaT Challenge.
- John Conrad described discussions he recently had with others at AASHTO about the SPaT Challenge Resolution draft, and also the need for developing an overall implementation strategy. He noted that he and others at AASHTO are working on developing this strategy to help encourage success of the challenge.
- Jon Obenberger suggested that additional material would be beneficial, such as briefing information that could be shared industry-wide to help educate industry members at the state and local levels.

Bill noted that the SPaT Challenge will continue to be on the TWG 1 agendas for upcoming meetings. Bill noted that the PPT slides from today's meeting will be sent to members, and asked members to email either himself or Dean Deeter to indicate which of the SPaT Challenge tools they would be interested in and able to volunteer to work on.

Next Webinar Topics

Bill reminded members that the next webinar will be June 23, 2016 from 2:00 – 3:00 PM Eastern.

TWG 1 May 26, 2016 Webinar Participants

- Bill Legg, Chair
- Jonathan Martinez
- Mark Kopko
- Bob Arnold

- Reza Karimvand
- Jonathan Riehl
- Blaine Leonard
- Kyle Connr
- Gary Strack
- Brian Watson
- Leiza Moniz
- Ken Yang

- Padmaja Sampat
- John Conrad
- Pat Zelinski
- Bob Sheehan
- Dean Deeter
- Dale Thompson
- Jon Obenberger
- Jose Romero