



## **I-95 Corridor Coalition: CAV – Agency Roadmap Showcase & Conducting a Capacity Maturity Model Self-Assessment**

**November 14, 2018**

### ***Question and Answer Summary***

#### ***General Questions:***

**Q: Peter Calcaterra (ConnDOT): Would a copy of the presentations be provided afterwards?**

A: Ginna Reeder (I-95 CC): Yes, the slides and the recorded webinar will be available on the Coalition website.

**Q: Giri Jeedigunta (AECOM): CA or SAV is expected to know the status of the traffic signal phasing and adjust the speed of the vehicle, especially slow down to minimize arrivals on red. Recommending signal priority might only complicate overall traffic management as more and more Fire and mass transit buses are impacting the signal operation with either priority or pre-emption. As more CV and SAV vehicles hit the roads what will that do? This needs further consideration in my opinion. Thank you.**

A: Neil Boudreau (MassDOT): I would agree, it's a challenge if you're trying to promote transit – you do have the impacts of having fire or other pre-emption. There should be a way to operate in the same environment but I haven't studied it in full detail. You can't have everyone with priority and conflicting messages

A: Raj Ponnaluri (FloridaDOT): We're looking at this from a multimodal approach.

**Q: Robert Bell (ConnDOT): In MA, is it City of Boston or State DOT that is leading the pilot deployment in Boston?**

A: Neil Boudreau (MassDOT): We are working hand-in-hand with city of Boston. The city has made a statement that has said they're open for business and looking for partners. This is the model that's been used to expand to the 15-community agreement.

A: Daniel Sullivan (MassDOT): In Massachusetts, the City of Boston initiated the efforts to permit AV testing, but at this point it is being coordinated and facilitated by the state.

**Q: Fred Eshraghi (City of Norwalk): Can I have a copy of the presentation?**

A: Joanna Reagle (KMJ Consulting): The slides and the recorded webinar will be available on the Coalition website. All registrants will receive follow up information.



## **I-95 Corridor Coalition: CAV – Agency Roadmap Showcase & Conducting a Capacity Maturity Model Self-Assessment**

**November 14, 2018**

### ***Question and Answer Summary***

**Q: Robert Bell (ConnDOT): Trapezoidal project: On board what type of vehicles?**

A: Raj Ponnaluri (FloridaDOT): The public agency fleet, as well as University of Florida (who is doing an evaluation) will probably invite participants to have them in their own vehicles. FloridaDOT is also considering smart phones as OBU (under the OBU emulator project). It will not only be offered to the fleet but also to willing participants.

**Q: Jeevanjot Singh (NJDOT): In your professional opinion and experience, do you think that there is any CAV technology that is mature enough for deployment? Under what circumstances, if any, would you forgo pilot testing?**

A: Raj Ponnaluri (FloridaDOT): It's reasonable to say that the industry is moving at a fast pace – any time we engage with industry partners they are willing to listen to use cases and able to make modifications in real-time. There are probably some technologies that are ready – forward-looking infrared, video detection for bikes and peds. Ideally these would be pushed into the traffic signal controller and then back to an OBU. We're already deploying some things without major pilots.

**Q: Mike Obuchowski (VT AOT): What about deployment at Disney?**

A: Raj Ponnaluri (FloridaDOT): I'm not aware of any efforts at this stage. If you would like, we can check and let you know. Thanks Mike. (Mike did request that Raj check)

**Q: Jeevanjot Singh (NJDOT): I would like to open my question to all the speakers - what projects, if any, do each one of the presenters have in their respective states where they chose to forgo pilot testing and go straight for deployment?**

A: Raj Ponnaluri (FloridaDOT): Just to be sure, in Florida, we are deploying projects and they will stay (US 90 SPaT is operational and will stay; Gainesville SPaT Trapezium will be deployed and will stay; so will be I-75 FRAME; and Pinellas SPaT when deployed). Maybe it is a matter of terminology - by pilot, we also mean a before/after study. That said, we have testing of equipment to evaluate their readiness.

**Q: Maura Ikhara (Fairfax County DOT): Disney is a great question. I wonder about running CAVs as an area shuttle to the different parks, Epcot etc.**

A: Raj Ponnaluri (FloridaDOT): At FDOT, we are focusing on the state system. Thank you, Mauro.



## **I-95 Corridor Coalition: CAV – Agency Roadmap Showcase & Conducting a Capacity Maturity Model Self-Assessment**

**November 14, 2018**

### ***Question and Answer Summary***

**Q: Peter Calcaterra (ConnDOT): Hi Mark, does PennDOT plan to update the CAV strategic plan on a somewhat regular basis? If so, annually?**

A: Mark Kopko (PennDOT): Yes, this is a living document. We haven't determined how often we'll update - but probably two years out we'll look back. We're trying to develop a business plan to make sure we can capitalize on low hanging fruit, track everything, and build upon it. We'll probably go back to the CAV strategic plan around 2020 and based on the amount of change, we'll determine how often we go back to revise.

**Q: Carole Delion (MD DOT-SHA): Are you associating funding with those action items to move them into implementation?**

A: Mark Kopko (PennDOT): With our business plan, we're going to start determining low-hanging fruit, allocate funding (through department or other avenues, like federal grants) but right now there's no allocated funding. One thing we do have is that the CAV strategic plan is statewide rather than PennDOT-specific. Pennsylvania has the Green Light-Go program which can allocate up to \$40M for CAV technology. This enables local municipalities to integrate the CAV strategic plan locally.

**Q: Robert Bell (ConnDOT): In PA, is there state statute that addresses allowing on-road pilots? Or is it completely left to city/town/county decision?**

A: Mark Kopko (PennDOT): In PA we allow CAVs to operate if there is a licensed driver. If there is no driver the vehicle can't operate. There is possible proposed legislation to change that so that we can allow autonomous truck-mounted attenuators (TMAs) in work zones.

**Q: Jeevanjot Singh (NJDOT): Mark, could you also share some CAV or CV projects that you plan on deploying in PA without a pilot study?**

A: Neil Boudreau (MassDOT): For MassDOT, we are "going straight for deployment" on our SPaT/Connected Corridor with the 39-intersections. We are late with getting our first SPaT project going, but did a lot of research and conversation with other states that have implemented SPaT so as to determine the best course of action. With the level of investment involved, we are going for a much more involved project scope and hope to build on what we have learned.