

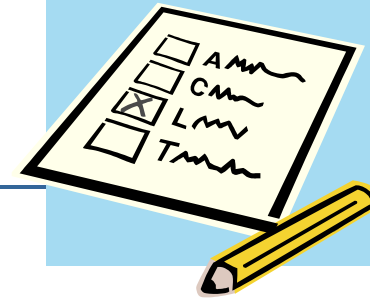
Intelligent Transportation Systems (ITS) Joint Program Office (JPO)

Connected Vehicle Reference Implementation Architecture Update

Stakeholder's Webinar
November & December 2013



Poll Question 1



- **Which of the following best describes your role in Connected Vehicles?**
 - Federal Government
 - State DOT or Metropolitan Planning Organization
 - Local government
 - Car maker / OEM
 - Roadside equipment maker
 - Consultant
 - Academic
 - Other

CVRIA Update Webinars



- These webinars are meant to:
 - Familiarize attendees with the Connected Vehicle Reference Implementation Architecture (CVRIA) so that they will be equipped to provide feedback on the architecture
 - Provide an update on the development of the CVRIA
 - Review portions of the CVRIA Website
 - Discuss standardization planning and policy analysis
- Today's Speakers
 - Walt Fehr
 - Carl Andersen
 - David Binkley, Ron Ice, Tom Lusco
 - Jim Marousek, Chris Karaffa
 - Dawn LaFrance-Linden, Scott Smith

CVRIA Update Webinar – Agenda

Topic	Start	End
Welcome & Background/Overview	2:00	2:10
Introduce Applications of the Day	2:10	2:15
CVRIA Applications (see table)	2:15	3:00
Interface Selection / Standardization Planning	3:00	3:15
Pertinent Policy Issues	3:15	3:30
Q&A	3:30	4:00

(All Times Eastern)

CVRIA Update Webinar – Applications to be Reviewed

Applications for Webinar	Date
V2I <ul style="list-style-type: none">• Red Light Violation Warning• Curve Speed Warning• Speed Harmonization (SPD-HARM)	Nov 6, 2013
Signal Applications <ul style="list-style-type: none">• Intelligent Traffic Signal System• Emergency Vehicle Priority• Eco-Approach and Departure	Nov 14
Road Weather <ul style="list-style-type: none">• Weather Responsive Traffic Management• Enhanced Maintenance Decision Support	Nov 19

CVRIA Update Webinar – Topics, continued

Topics	Date
Freight & Fleet Operations <ul style="list-style-type: none">• Smart Roadside Initiative• Freight Advanced Traveler Information Systems (FRATIS)	Nov 26
Support Applications <ul style="list-style-type: none">• Data Distribution• Communications Support• Core Authorization	Dec 3
Transit Applications <ul style="list-style-type: none">• Pedestrian & Turning Vehicle Crash Warning• Integrated Multi-modal Payment	Dec 10
R.E.S.C.U.M.E. <ul style="list-style-type: none">• Incident Scene Pre-Arrival Staging Guidance for Emergency Responders• Incident Scene Work Zone Alerts for Drivers & Workers	Dec 17

(Dates/Times and Specific Topics Subject to Change)

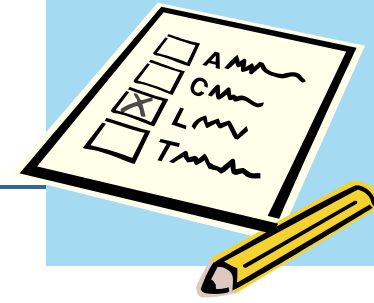
Connected Vehicle Reference Implementation Architecture (CVRIA)

Landscape: Safety, Mobility, Environmental Applications with common supporting infrastructure

- Purpose of CVRIA is to identify a **framework** for integrating connected vehicle technologies and identify interfaces for standardization
- By...
 - Collecting and aggregating connected vehicle needs/requirements
 - Developing a multi-faceted system architecture
 - Identifying and prioritizing **candidate interfaces** for standardization
 - Conducting policy analysis around the architecture
- Near term uses – Define interfaces/functions/standards to support early deployments, e.g. SE Michigan Testbed 2014
- Longer term – the National ITS Architecture will incorporate CVRIA to support use of connected vehicle in
 - regional ITS architectures/plans
 - future transportation projects
- SO – We need your help.
 - Are we capturing the connected vehicle applications adequately
 - Are we including all of the necessary interfaces
 - We'll show you how to provide feedback via the website.



Poll Question 2



- With what area of the connected vehicle program are you or your stakeholders primarily interested?
 - Safety
 - Mobility
 - Environment
 - Support



CVRIA Website Users Guide

- This site uses Scalable Vector Graphics (SVGs) to produce diagrams that are crisp and support hyperlinks from the graphical elements to the detailed descriptions
 - Different web browsers support SVGs in different ways (some not at all). Try viewing the site with browsers like Firefox, Chrome, Safari for best results.
 - As an alternative to SVGs all graphics are also available Portable Network Graphics (PNG) format. You may have to click on the PNG option to see it.
- This site is still under construction, many pages are updated on a fairly regular basis. Make sure you are looking at the latest version of a web page by clicking “Refresh” or “Reload” within your browser.

Web Tour Road Map

Start here

[JPO / Stds / Activities / CVRIA](#)



Start / Home
www.iteris.com/cvria/

What's the overall layout?



Architecture Viewpoints Tab



Let's focus on an application

Applications Tab



How do I learn about an app?

Physical Tab
(objects, flows, comm)

Enterprise Tab
(4 phases)

Functional & Requirements Tabs



What about standards?

Standards Tab



What else is here?

Resources / Glossary



How do I provide feedback?

[Comment on Page](#)



Let's Begin the Tour

Go To Website

<http://www.standards.its.dot.gov/DevelopmentActivities/CVReference>

Or

<http://www.iteris.com/cvria/index.html>



Uses of CVRIA

Now that you've completed the 'tour' of the website, let's talk about some ways that CVRIA can be used...

SE Michigan Test Bed 2014

- Provide platform for interoperability between vendors, operators and solution providers by developing V2I data exchanges
 - Field and Back-Office functions
- Developing Architecture Views using CVRIA:
 - Physical (What)
 - Multi-layer diagrams
 - Enterprise (Who)
 - Communications

Future Connected Vehicle Projects

- CVRIA 'Mini-Tool' allows developers to use the CVRIA Visio Drawings
- Customize physical view drawings to describe future projects using same 'language' and format
- Supports multi-layer approach
 - Layer 0 – high-level objects and interconnections
 - Layer 1 – project specific physical, application objects
 - Layer 2 – application level (just like the application drawings on CVRIA website)

Connected Vehicle projects can be defined as collections of applications from CVRIA and use the same 'language', interfaces, standards

CVRIA Next Steps

- November / December
 - Gathering feedback from webinars and website
 - Incorporate inputs
 - Update tools
- Ongoing
 - Maintain CVRIA
- 2014 / 2015
 - Monitor usage in Test Beds, Demos, Early Deployments
 - Updating architecture, tools as needed
 - Merge / Incorporate CVRIA into Nat'l ITS Arch

**Intelligent Transportation Systems (ITS)
Joint Program Office (JPO)**

***Connected Vehicle Reference Implementation
Architecture:***

Standards Development Strategy and Plan

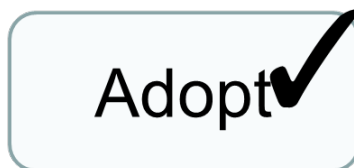


CVRIA and Standards

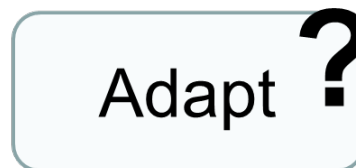
The USDOT's Intelligent Transportation Systems (ITS) Joint Program Office (JPO) is developing a standards plan to guide ITS standards-related efforts and activities in support of the USDOT ITS connected vehicle research program, and to support broad deployment of connected vehicle (CV) technologies

This plan will be a living document that will evolve as ITS technologies, implementation strategies, and policies develop

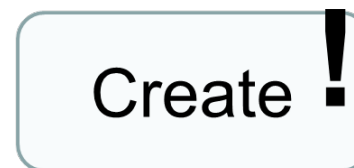
The plan will help the USDOT bridge the “standards gap”



- Lower effort, cost
- Quicker implementation
- Modify interface to meet the standard



- Increased effort, cost
- Extended implementation
- Adapt standard to the extent possible, adapt interface as necessary

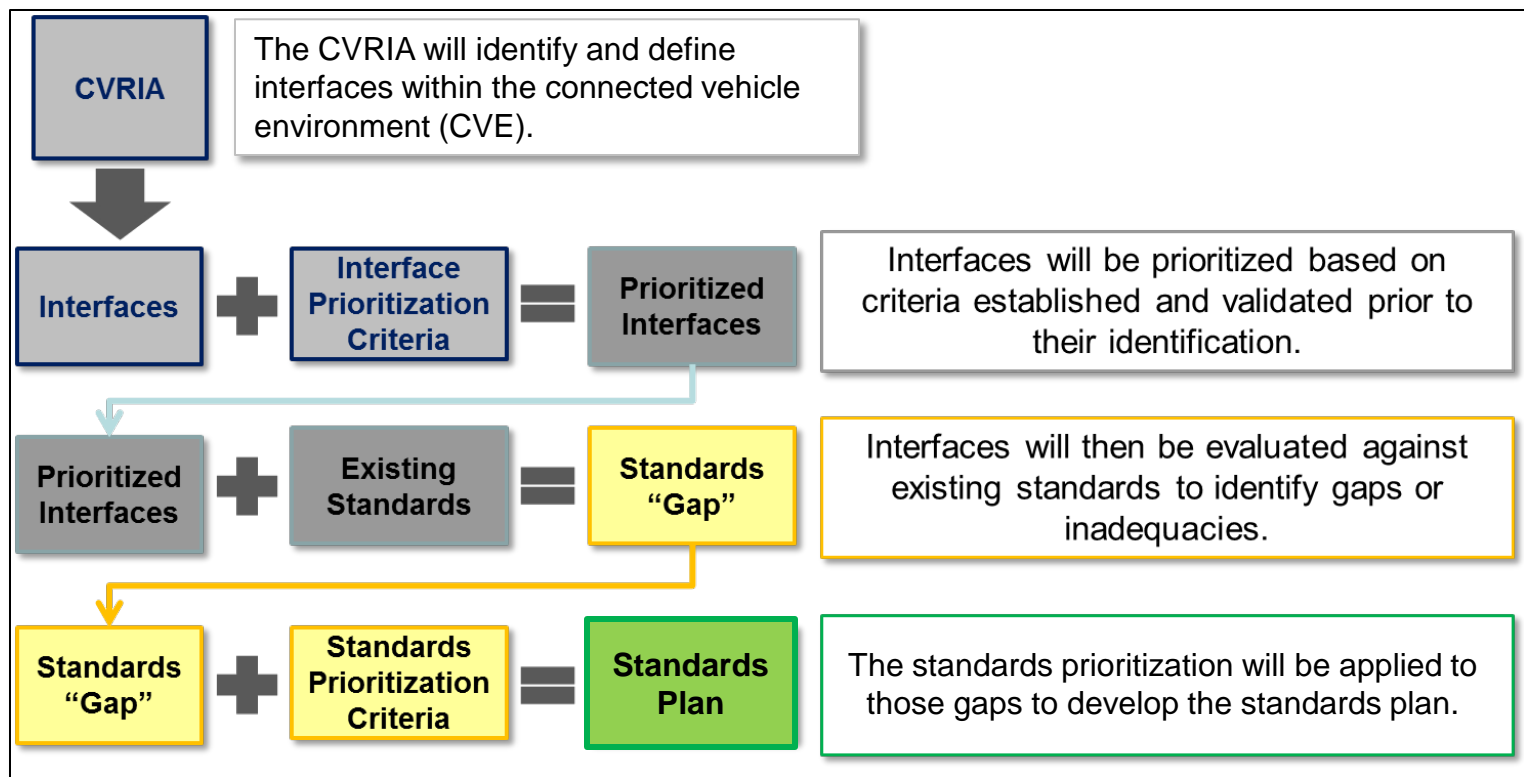


- Greatest effort, cost
- Longest implementation
- Get it “just the way you like it”



Standards Plan Approach

Once interfaces are identified and defined, they must be prioritized and associated with standards, which will then be prioritized



Using Prioritization

- Scoring process and criteria are not absolute
- They are one factor, among many, in determining how to allocate resources to support standardization activities



- They may be adapted to evolving goals and objectives

Next Steps

- **Currently**

- The CVRIA viewpoints/database are being analyzed now to identify and define interfaces within the architecture.

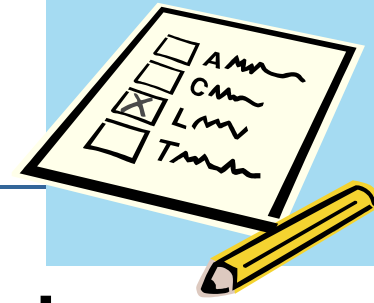
- **Feedback**

- Feedback on applications or other aspects of the architecture will help us to refine: *interface identification and definition; scoring; interpreting results.*

- **Second Public Workshop**

- Presentation of findings and results of interface and standards prioritization
- First opportunity to share results of the interface and standards analyses
- Tentatively planned the San Francisco Bay Area, February 2014

Poll Question 3



- **Are these views clear and stable enough to start interface analysis for standards?**
 - Yes
 - No
 - Unsure

**Intelligent Transportation Systems (ITS)
Joint Program Office (JPO)**

***Connected Vehicle Reference Implementation
Architecture
and
Connected Vehicle Policy***

Dawn LaFrance-Linden
USDOT / Research and Innovative Technology Administration /
Volpe National Transportation Systems Center
November 2013

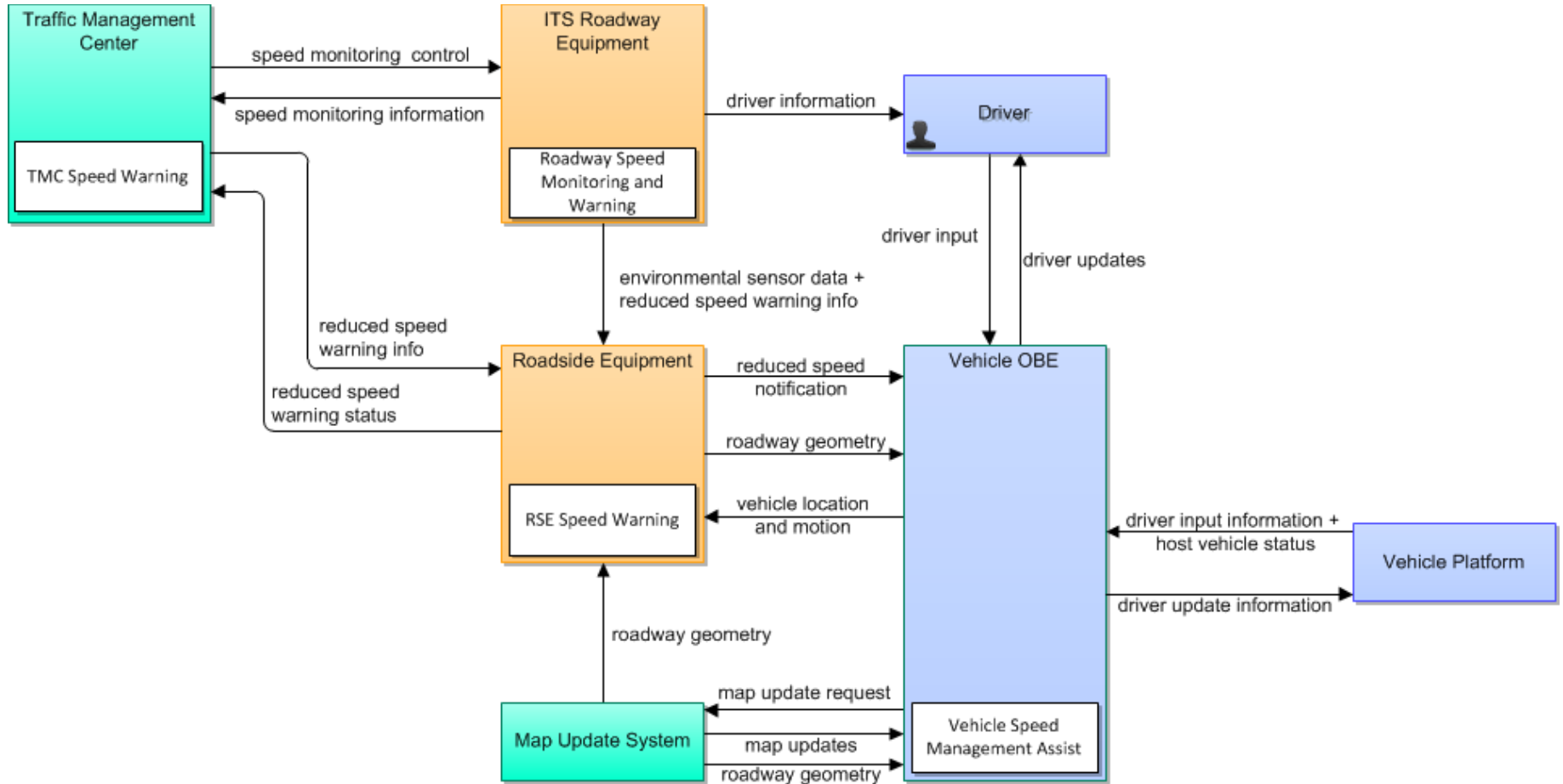


When we say “Policy” ... Issue Areas Include

- **Certification.....what certification is required?**
- **Communications.....what technologies are preferred?**
- **Credentialing.....who has access to CV systems?**
- **Data governance.....who may access the data?**
- **Governance.....what are the roles of the participants?**
- **Intellectual Property.....what are the risks for exposure?**
- **Interoperability.....how is data exchange handled?**
- **Liability.....who is responsible for bad outcomes?**
- **Privacy.....what information to protect?**
- **Resiliency.....what are the failure modes?**
- **Security.....how to we prevent inappropriate usage?**
- **Social equity.....how are benefits distributed?**



Curve Speed Warning

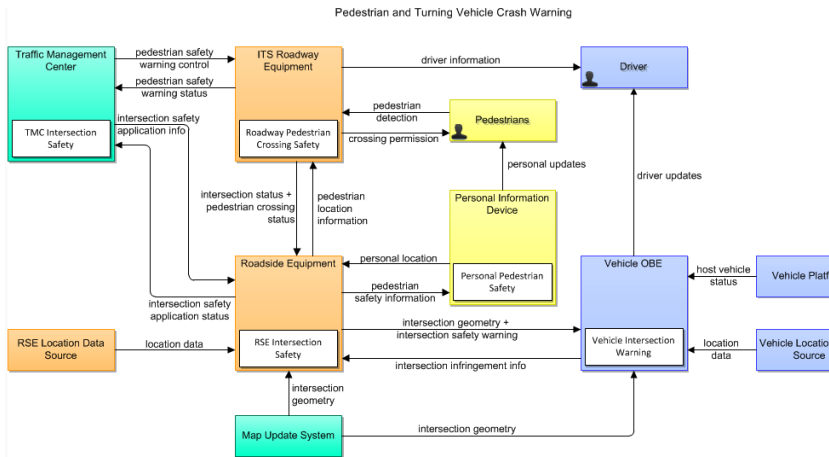


Curve Speed Warning			
2	Physical	Oct 12, 2013	NAT

Policy Process (1/2)

For each application:

- Identify information flows
 - Primarily from physical view
 - Some enterprise
- Look for policy issues



(link to web definition) ↓Flow↓	↓From (Flow origin)	↓To (Flow destination)	Certification	Community	Credentialed	Data Governance	Governance	IF	Interoperability	Liability	Privacy	Resiliency	Security	Social Equity	Pedestrian and Turning Vehicle Crash Warning	PTVCW
crossing permission	ITS Roadway Equipment	Pedestrians					..		Amy0 05					S0058 0068 00780	248	
driver information	ITS Roadway Equipment	Driver					Amy0 01		Amy0 02	Amy0 02					245	
driver updates	Vehicle OBE	Driver	Tim0 01	Tim0 02			..		Amy0 03	Amy0 03					240	
host vehicle status	Vehicle Platform	Vehicle OBE	Tim0 01	Tim0 02				Andy0 015	Tim0 04		239	
intersection geometry	Map Update System	Roadside Equipment	Tim0 01	Tim0 02			..			Amy0 05					243	
	Map Update System	Vehicle OBE	Tim0 01	Tim0 02			..			Amy0 03					242	
	Roadside Equipment	Vehicle OBE	Tim0 01	Tim0 02			..			Amy0 03					249	
intersection infringement info	Vehicle OBE	Roadside Equipment					Amy0 31		Amy0 03	Amy0 02					241	
intersection safety application info	Traffic Management Center	Roadside Equipment	Tim0 01	Tim0 02			..								796	
intersection safety application status	Roadside Equipment	Traffic Management Center	Tim0 01	Tim0 02			Amy0 07								798	
intersection safety warning	Roadside Equipment	Vehicle OBE					..		Amy0 03	Amy0 03					250	
location data	RSE Location Data Source	Roadside Equipment	Tim0 01	Tim0 02			Amy0 01			Amy0 05			Tim0 04		799	
	Vehicle Location Data Source	Vehicle OBE	Tim0 01	Tim0 02			Amy0 04	Amy0 2		Amy0 05		Andy0 008	Tim0 04		238	
pedestrian crossing status	ITS Roadway Equipment	Roadside Equipment	Tim00	Tim002			..			Amy0 03				S0058 0068 00780	247	
pedestrian detection	Pedestrians	ITS Roadway Equipment					..							S0058 0068 00780	255	
pedestrian location information	Roadside Equipment	ITS Roadway Equipment	Tim0 01	Tim0 02			..							S0058 0068 00780	251	
pedestrian safety information	Roadside Equipment	Personal Information Device	Tim0 01	Tim0 02			..			Amy0 03				S0058 0068 00780	252	
pedestrian safety warning control	Traffic Management Center	ITS Roadway Equipment								Amy0 03					244	
pedestrian safety warning status	ITS Roadway Equipment	Traffic Management Center								Amy0 03					246	
personal location	Personal Information Device	Roadside Equipment	Tim0 01	Tim0 02			Amy0 31			Amy0 10				S0058 0068 00780	253	
personal updates	Personal Information Device	Pedestrians					Amy0 33			Amy0 34				S0058 0068 00780	254	
signal phase and timing	ITS Roadway Equipment	Roadside Equipment	Tim0 01	Tim0 02			..								797	

Policy Process (2/2)

- Write brief summaries of each issue
- One information flow may apply to multiple applications

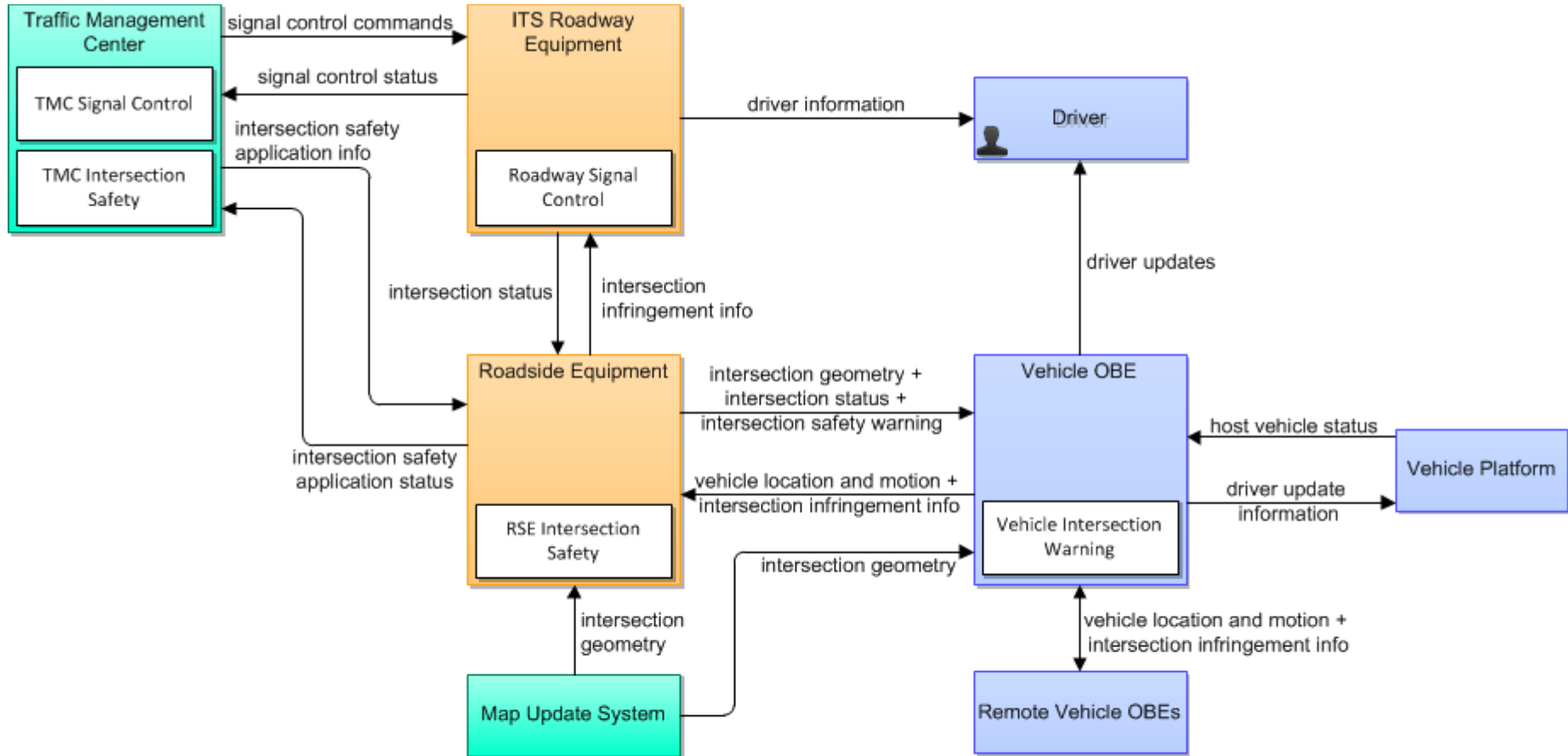
(link to web definition) ↓Flow↓	↓From (flow origin)	↓To (flow destination)	Certification	Communications	Credentialing	Data Governance	Governance	IP	Interoperability	Liability	Privacy	Resiliency	Security	Social Equity	INC-ZONE <small>Incident Scene Work Zone Alerts for Drivers and workers</small>	RVI <small>Route ID for the Visually Impaired</small>	PEDM <small>Pedestrian Mobility</small>	SPAT <small>Signal Phase and Timing</small>	PTVCW <small>Pedestrian and Turning Vehicle Crash Warning</small>
personal.location	Personal Information Device	Roadside Equipment	T001 S002	T002			A031			A010				S005S0 06S007 S008	1477	1533	790	891	253
personal.updates	Personal Information Device	Pedestrians					A033			A034				S005S0 06S007 S008			792	893	254

Spreadsheet	PO	PolicyArea	IssueTitle	IssueSummary
A031	143	Governance	Prevailing Data Source	In cases where two or more sources provide location or other critical data, which source is s
A033	144	Governance	Pedestrian Traffic Laws	Is pedestrian required to respond to alerts and warnings?
A010	156	Liability	Liability for faulty data	Who is liable if TMC, RSE, or PID provides incorrect data to vehicles? ...and if vehicle OBE se
A034	167	Liability	Pedestrian Traffic Laws	Is pedestrian liable for own injuries if s/he fails to respond appropriately to alerts & warnin
T001	181	Certification	Ensure OBE or RSE Credential is valid	Anytime data is exchanged with an OBE or and RSE, the device must be trusted by the syste
T002	182	Communications	Data Exchange between RSEs, OBEs and other system objects	The choice of communication in this application is critical to its safe operation and effective
S002	196	Communications	Need for reliable real-time communications with PID for safety	For a safety application using a personal information device (PID) held by a pedestrian or bi
S005	199	Social Equity	Will the application protect all non-motorized users who have	In the definitions of the Physical Objects, "Pedestrians" are defined as follows: "Pedestria
S006	200	Social Equity	Will the application protect all types of pedestrians, including	A person with a mobility impairment may walk exceptionally slowly, or may be using a whe
S007	201	Social Equity	Will the application protect all types of pedestrians, including those with visual impairments?	
S008	202	Social Equity	Affordability of Personal Information Devices.	Unlike the case with motor vehicles, where certain equipment can be mandated, one cann

Curve Speed Warning (CSW)

Application Specific Issues	Universal Issues
<ul style="list-style-type: none"> ▪ Governance: Setting the appropriate speed <ul style="list-style-type: none"> ▫ Inconsistency among jurisdictions today ▫ Ability to gather data on actual driver speeds. ▪ Resiliency: Multiple data sources <ul style="list-style-type: none"> ▫ Most of the CSW application can be implemented without connected vehicle technology ▫ What happens when the radar and OBE differ on their measurements of vehicle speed? ▪ Resiliency: What happens if map data is not available? 	<ul style="list-style-type: none"> ▪ Interoperability between roadside equipment (RSE) and onboard equipment (OBE) ▪ Communications <ul style="list-style-type: none"> ▫ When is DSRC really needed? ▪ Security of links between external data sources (Maps and RSE) and vehicle OBE; security of links to RSE ▪ Dependence on reliable map and roadway geometry information ▪ Social Equity <ul style="list-style-type: none"> ▫ Safety impacts on non-connected vehicles ▪ Use of data <ul style="list-style-type: none"> ▫ Privacy (movement tracking) ▫ Enforcement ▫ Liability

Red Light Violation Warning (RLVW)

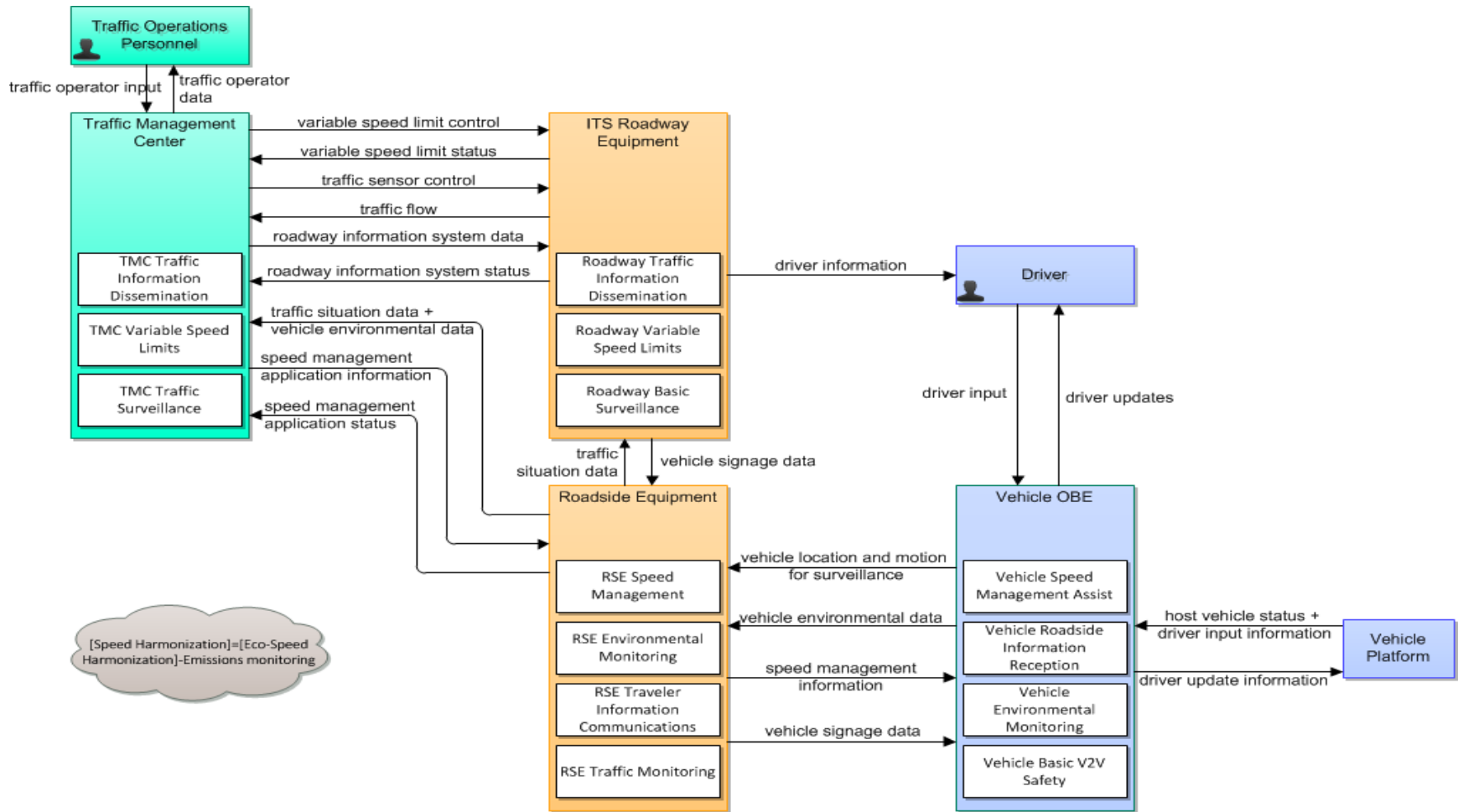


Red Light Violation Warning			
2	Physical	Oct 12, 2013	NAT

Red Light Violation Warning (RLVW)

Application Specific Issues	Universal Issues
<ul style="list-style-type: none">▪ Governance: How does the signal respond to a hazardous situation (e.g., driver is approaching at high speed, unable to stop for the red - should the cross-street green be delayed?) ▪ Data governance: Who has access to the data and for what purposes? For example: Law enforcement, insurance companies, etc. ▪ Liability: If a vehicle with right-of-way ignores the warning that another vehicle is likely to run the red light, does the vehicle's driver bear any liability for the accident?	<ul style="list-style-type: none">▪ Interoperability between roadside equipment (RSE) and onboard equipment (OBE)▪ Communications<ul style="list-style-type: none">▫ When is DSRC really needed?▪ Security of links between external data sources (Maps and RSE) and vehicle OBE; security of links to RSE▪ Dependence on reliable map and roadway geometry information▪ Social Equity<ul style="list-style-type: none">▫ Safety impacts on non-connected vehicles▪ Use of data<ul style="list-style-type: none">▫ Privacy (movement tracking)▫ Enforcement▫ Liability

Speed Harmonization (SH)



Speed Harmonization			
2	Physical	Oct 12, 2013	NAT

Speed Harmonization (SH)

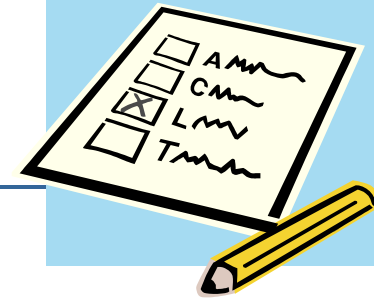
Application Specific Issues	Universal Issues
<ul style="list-style-type: none"> ▪ Governance: How is the correct speed determined? When is speed harmonization indicated? Is compliance voluntary or mandatory? ▪ Credentialing: How are Traffic Operations Personnel trained? What actions are they permitted with respect to SH? ▪ Social Equity: Are drivers more likely to comply with speed harmonization requests received through CV system vs. more traditional approaches? What percentage of vehicles need to harmonize speed in order for this traffic management technique to be effective? ▪ Liability: Does a driver bear any liability if involved in an accident caused wholly, or in part, by adhering to SH directions? 	<ul style="list-style-type: none"> ▪ Interoperability between roadside equipment (RSE) and onboard equipment (OBE) ▪ Communications <ul style="list-style-type: none"> ▫ When is DSRC really needed? ▪ Security of links between external data sources (Maps and RSE) and vehicle OBE; security of links to RSE ▪ Dependence on reliable map and roadway geometry information ▪ Social Equity <ul style="list-style-type: none"> ▫ Safety impacts on non-connected vehicles ▪ Use of data <ul style="list-style-type: none"> ▫ Privacy (movement tracking) ▫ Enforcement ▫ Liability

Conclusion

- **Why perform this analysis? Government role is to:**
 - Encourage use of connected vehicle technologies to provide public benefit
 - Discourage misuse that would create harm to the public

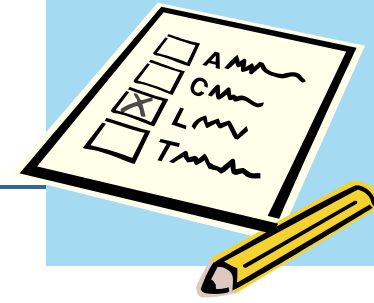
- **Tools that are available to the government:**
 - Resources and guidance
 - Regulation and policies
 - Provide a stable environment for others to use/deploy in
 - Build public trust in the system
 - Discourage misuse

Poll Question 4



- **Do you plan to visit the CVRIA website and add comments by the end of December?**
 - Yes
 - No
 - Unsure

Poll Question 5



▪ Do you plan to attend any subsequent CVRIA webinars?

- Signal Applications on Thursday 11/14
- Road Weather on Tuesday 11/19
- Freight and fleet operations on Tuesday 11/26
- Support applications on Tuesday 12/3
- Transit and non-motorized user applications on Tuesday 12/10
- Public Safety on Tuesday 12/17
- None

**Intelligent Transportation Systems (ITS)
Joint Program Office (JPO)**

***Connected Vehicle Reference Implementation
Architecture Update***

Q&A + Final Thoughts



THANK YOU

- This concludes today's webinar.
- Check out the T3 site and the CVRIA website for the next webinar or to view archives of previous webinars.
- Keep those comments coming!
 - CVRIAcomments@iteris.com
- For other questions on CVRIA or the connected vehicle program:
 - Steve.Sill@dot.gov – 202-366-1603
 - Walt.Fehr@dot.gov – 202-366-0278

