Attendees (by phone):

Jason Wager
Michael Herron
Tony Tagliaferri
Anna Gallup
Christopher Herrman
David Williams
Dominique Boyd
Andrei Dumitru
Michelle Nance
Morgan Nance
Dr. Srinivas Pulugurtha
Yolanda DeLong
Alan Kathman
Helena Connors
Md. Mokhlesur Rahman

Presenters:
Michael Lim
Stephanie Sudano

Updates:

Latest Publications, 2019 Refresh, Now Mobility Metric

- Jason provided updates on the handouts that were included in the agenda packet and will share information with links to the group in a follow-up email.

Regional ITS

- Jessica provided an update on the TSMO/ITS Plan and where it stands with available funding and timeframe. The TSMO/ITS Plan is on hold until there is support from NCDOT for funding per the decision by CRAFT at their January meeting.

Regional Transit Plan

- Michelle provided an update on the Regional Transit Plan and that there is an opportunity for their involvement in a workgroup to help develop the plan and be sure to be future looking to 2040 for the plan and transit.

Member Highlights
City of Charlotte survey completed and is looking at how to use the data. Updating the 2050 MTP and autonomous vehicles in the scenario planning process of the MRM.

**CASSI Autonomous Shuttle – Stephanie Sudano, NCDOT**

- NHTSA must approve the route for the shuttle
- Video on LinkedIn of CASSI mapping it’s surrounding
- Whitepaper on deploying AV shuttles – NCDOT
- NCSU & NCDOT websites on CASSI

Alle. ncsu.edu/CASSI-ncsu – survey link

https://transportation.ncsu.edu/cassi/

**Questions:**

- Doing a new call for sites for CASSI – NCDOT has a better understanding of minimum requirements for the shuttle.
- Hours of operation at NCSU are 8-4 at the Centennial Campus but NCDOT is open to more hours available
- Are other buses/shuttles operating along the line? Yes, but the buses are running in the opposite direction and the CASSI is doing a different service than the WOLF line.
- CASSI as an electric shuttle – logistics for charging. It can operate up to 16 hours on a single charge and it depends on certain features such as wheelchair ramp but not having any issues for charging. They are charging daily for the shuttles and one is not charging it last night due to the storms.
- Information collection of rider’s experiences – Yes, NCDOT is getting data from pedestrians and riders as well.

**X-telligent – Mike Lim**

- Signal control, reimagined
- Connectivity is key – enables intelligent things to share information and communicate with its environment and data sharing – how to standardize, cyber-security, and incentivize data sharing so that organizations aren’t hoarding with is suboptimal.
- Looking at signals as IT routers (digital internet lessons learned and telecommunications)

**Questions:**

- Cost per intersection – cities to deploy adaptive capabilities – $60k-1mill and includes labor costs, so their product relies on connected vehicle data instead of cameras
  $5k/year/intersection but if there’s already cameras there then they can be used.
- Bi-directional information between signals and vehicles – optimize for both
• Cyber-security and privacy are extremely important as designing systems. Decentralizing the system makes it more resilient and reduces compromises and can partition off sectors if compromised.
• NTICP controllers and 2070, induction loops & cameras are good too

Parking Lot:

• Revisit cost question for the intersection signal timing. SaaS model for the product. Willing to work with municipalities on funding.
• Cities being at the table – engaging with technology developers
• Land use impacts – making it more efficient (density) 50% improvement on the road network will allow more flowthrough of vehicles in the same lanes (no need to expand infrastructure)