Challenges to CV and AV Application in Truck Freight Operations (Task 5) describes freight regulatory, planning, policy, and operational environments and challenges to CV and AV technology introduction in freight operations. The NCHRP 20-102 project team will provide guidance on the development of state DOTs’ strategies for CV deployment and regulatory and policy changes that could address obstacles; and (3) describes scenarios characterizing how CV infrastructure technology may be developed and deployed and (2) assess the business case for DOTs to make investments in CV infrastructure—alone and in partnership with private enterprise—to realize the greatest public benefits of AV technology. The contract is under negotiation.

Providing Support to the Introduction of CV/AV Impacts into Regional Transportation Planning and Modeling Tools (Task 9) will provide a conceptual framework and applicable guidelines to support state DOTs and regional MPOs as they begin to incorporate CVs and AVs into their planning, modeling, and forecasting tools. The final report is expected in early 2018.

Cybersecurity of Traffic Management Systems (Task 16, NCHRP 03-127) will develop guidance for state and local transportation agencies on mitigating the risks from cyber-attacks on the field side of traffic management systems and on informing the agency’s response to an attack. The contract is under negotiation.

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Source: www.truckinsuranceb.com

The NCHRP 20-102 suite of projects also includes:
• Evaluation Guidance for Automated Vehicle Pilot and Demonstration Projects (Task 4)
• Strategic Communications Plan for NCHRP Project 20-012 (Task 5)
• Impact of Mobility-on-Demand Services and Highly Automated Vehicles on the Transportation System (Task 11)
• Understanding the Impacts of the Physical Highway Infrastructure Caused by the Increased Prevalence of Advanced Vehicle Technologies (Task 13)

Other projects of interest include:
• Connected Road Classification System Development (NCHRP 20-24(12))
• Impact of Transformational Technologies on Land Uses (NCHRP 08-117)

The National Cooperative Highway Research Program (NCHRP) addresses issues faced by the state departments of transportation (DOTs) and transportation professionals at all levels of government and the private sector. It is administered by the Transportation Research Board (TRB), part of the National Academies of Sciences, Engineering, and Medicine, and sponsored by the state DOTs as members of the American Association of State Highway and Transportation Officials (AASHTO) in cooperation with the Federal Highway Administration (FHWA).

Impacts of Connected Vehicles and Automated Vehicles on State and Local Transportation Agencies (NCHRP Project 20-102) began in December 2014 to address CV and AV issues. Additional tasks will be programmed on Friday, July 21 drawing primarily from the CV/AV Research Roadmap for AASHTO, input from AASHTO and TRB committees, and needs identified at the 2017 AVS. The new tasks will be announced in the TRB listserv in August and oversight panel members will be nominated and selected. Contractors for each task are selected from teams led by Booz-Allen Hamilton, Kimley-Horn & Associates, Texas A&M Transportation Institute, and Virginia Tech Transportation Institute.

Implications of Automation for Motor Vehicle Codes (Task 7) will provide state departments of transportation and motor vehicle departments with guidance and resources to assist with the legal changes that will result from the roll out of connected and automated vehicles. The project is being coordinated with related efforts by the American Association of Motor Vehicle Administrators. The final report is expected in Spring 2018.

Planning Data Needs and Collection Techniques for CV/AV Applications (Task 8) will identify conditions amenable to dedicated CV/AV lanes and identify obstacles to building them. Ways to measure benefits to CV/AV users and operating agencies, as well as possible dis-benefits to non-users will be described. This work will be coordinated with a workshop under way by the Crash Avoidance Metrics Partnership (CAMP) on cooperative adaptive cruise control. The final report is expected in Fall 2018.