Scheduling for moving vehicles with garantee Proportional Fairness between users

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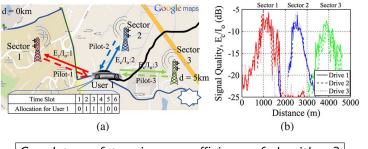
Objective: Guarantee Proportional Fair and High Throughput

4 Some Existing Algorithms



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- Current scheduling algorithms use current/past information for decision.
- Connected vehicles technology will gives access to future information (path prediction+ Signal-to-noise ratio (SNR) maps → predict future rate)



Can data on future improve efficiency of algorithms?

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4 Some Existing Algorithms



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Mathematical Model: One Base Station

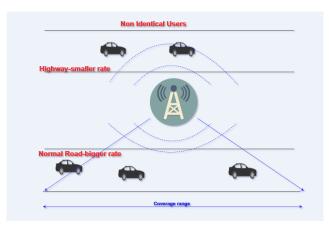


Figure: Drive-thru Internet systems.

• For each time the base station (BS) allows at most one vehicle to allocate data.

Objective: Guarantee Proportional Fair and High Throughput

maximize
$$C = \sum_{i=1}^{K} log\left(\sum_{j=1}^{T} \alpha_{ij} r_{ij}\right)$$

subject to $\sum_{i=1}^{K} \alpha_{ij} = 1, \alpha_{ij} \in \{0, 1\}$

- K is number of cars, T is number of time slots, α_{i,j} is the allocation, r_{i,j} is the rate.
- log objective function stands for Proportional fairness between users.
- \rightarrow *r*_{*i*,*j*} is given, $\alpha_{i,j}$ is variable.



2 The Mathematical Model

Objective: Guarantee Proportional Fair and High Throughput





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Some Existing Algorithms

- **Greedy**. Current info only: choose the vehicle with best current rate.
- **PF-EXP**[3]. Current + past info: choose user with best

current rate

total rate in the past

- Used in 3G network; optimal in some cases (not necessarily true for road traffic)
- **Discrete Gradient** [2]. Use current + past + future info: choose user with the best

current rate

total rate in the past + current + estimated future rate

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Projected Gradient: Upper bound- relaxed problem

• Relax the integer constraints.

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• Benchmark algorithm for comparison

Update rule

- Start with $\alpha^{(0)} \in D$ where D is the feasible set.
- $\alpha^{(n+1)} = \prod_D (\alpha^{(n)} + \epsilon_n \nabla C(\alpha^{(n)}))$, with $\epsilon_n \in (0, 1)$ is learning rate at step n.

 \rightarrow This update rule can **approach the global optimal**. In this below we compute the projection $\Pi_D(\alpha^{(n)} + \epsilon_n \nabla C(\alpha^{(n)}))$.

Lemma

Given A, B two finite sets, A is nonempty set. Then there exists a decomposition $B = B^1 \sqcup B^2$ such that mean $(A \cup B^1) \le i$ for every $i \in B^1$ and mean $(A \cup B^1) > i$ for every $i \in B^2$. With convention that boolean on empty set is always true.

Ex: $A = \{5\}, B = \{1, 4, 6\}$ then $B^1 = \{6\}$ and $B^2 = \{1, 4\}$.

Projected gradient

Fix
$$\alpha^{(n)}$$
, denote $\nabla_{i,j} C = \partial C / \partial \alpha_{i,j}(\alpha^{(n)})$.

Proposition

 $\begin{aligned} &\alpha^{(n+1)} \text{ is given in the following formula: For each } j, \text{ define} \\ &A(j) = \{\nabla_{i,j} C | \text{for } i \text{ s.t } \alpha_{i,j}^{(n)} > 0\} \text{ and} \\ &B(j) = \{\nabla_{i,j} C | \text{for } i \text{ s.t } \alpha_{i,j}^{(n)} = 0\}. \\ &B^1(j), B^2(j) \text{ are defined as lemma 4.1 for two set } A(j), B(j) \text{ and} \\ &\bar{m} := \text{mean}(A(j) \cap B^1(j)). \\ &Then \end{aligned}$

$$\alpha_{i,j}^{(n+1)} = \begin{cases} \alpha_{i,j}^{(n)} \text{ if } \alpha_{i,j}^{(n)} = 0 \text{ and } \nabla_{i,j} C \in B^2(j) \\ \alpha_{i,j}^{(n)} + \epsilon_n (\nabla_{i,j} C - \bar{m}) \text{ otherwise }. \end{cases}$$

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Proposition

If $\alpha^* \in D$ and $\tilde{\nabla}C(\alpha^*) = 0$ then α^* is the optimal value of the relax problem, where

$$\tilde{\nabla}C(\alpha^*) = \begin{cases} 0 \text{ if } \alpha^*_{i,j} = 0 \text{ and } \nabla_{i,j}C(\alpha^*) \in B^2(j) \\ \nabla_{i,j}C(\alpha^*) - \bar{m} \text{ otherwise} \end{cases}$$

With this notation, $\alpha^{(n+1)} = \alpha^{(n)} + \epsilon_n \tilde{\nabla} C(\alpha^{(n)})$. So if we do algorithm until $\tilde{\nabla} C(\alpha^{(n)})$ coverges to 0, it implies $\alpha^{(n)}$ converges to α^* at which $\tilde{\nabla} C(\alpha^*) = 0$, i.e., α^* is the optimal. \rightarrow We do recursion until $\tilde{\nabla} C(\alpha^{(n)})$ coverges to 0.

Simulations

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Moving vehicles and Measurement based

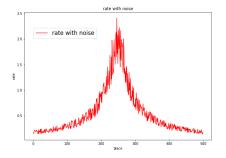


Figure: Rate in coverage range of one Base Station

Moving vehicles and Measurement based

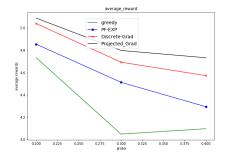


Figure: Rate in coverage range of one Base Station

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Thank you for your attention! Any question?