

## II. Development of the Regional Architecture:

NIRPC first developed a regional ITS Architecture in 2001 to comply with the FHWA Rule/FTA Policy “ITS Architecture and Standards.” That version of the regional ITS architecture was the first examination of how NIRPC as the Metropolitan Planning Organization for Northwest Indiana convened regional transportation stakeholders to identify the ITS elements in the region and needs ITS might offer solutions to. In 2005, NIRPC unveiled an update to the ITS architecture by transferring all of the information into the Turbo Architecture software and adding additional stakeholders and elements. This current update to the ITS architecture is the culmination of about three years of work from 2011 to 2014 identifying additional stakeholders, elements, and services and needs for the region. In January 2012, FHWA hosted a Turbo Architecture refresher workshop to help NIRPC master the technical procedures necessary for entering in the ITS architecture update into the Turbo Software and to get acquainted with the stakeholders and technical resources available to NIRPC. This current architecture update is also a response to a corrective action administered to NIRPC by the FHWA/FTA in the *Planning Certification Review of the Northwestern Indiana Regional Planning Commission* (December 20, 2013).

Throughout the process of updating the ITS architecture, NIRPC has repeatedly both formally briefed its Transportation Policy Committee (the chief technical committee within the NIRPC organizational structure responsible for transportation-related matters) and informally visited and contacted the stakeholders identified in this document as important to ITS in Northwest Indiana. Additionally, NIRPC has coordinated the update to the ITS architecture with the Chicago Metropolitan Agency for Planning, Michiana Area Council of Governments, and the Northeast Indiana Regional Coordinating Council, all nearby Metropolitan Planning Organizations. Several staff members at these agencies, ITS services and needs identified by these agencies, and formatting decisions about the architectures have influenced NIRPC.

NIRPC is especially appreciative of the ongoing reviewing efforts of the FHWA in its professionalism and willingness to not only accept drafts of the architecture update material, but also visit with NIRPC in August 2014 in order to offer NIRPC technical feedback. This written

document is not meant to be the complete version of what has been updated in the NIRPC ITS architecture, but rather a written explanation of updates that have been made in the Turbo Architecture Software. The Maintenance Plan of the ITS Architecture (Section XIII) describes the timetable and resources NIRPC is committing to ensure that its ITS architecture remains compliant and useful.