**National Transportation Operations Coalition Planning for Operations Series**

**Leveraging a Regional ITS Architecture in Planning for Operations**

**February 29, 2012**

**Chat Transcript**

Jeevanjot Singh, NJDOT: Sarath & Rashmi - Do you have Adaptive Systems included in the Architecture Plans for your jurisdictions separately, or would you include them with the Central Traffic Systems?

Richard Beaubien: Are the objectives for Minnesota the same as the objectives for Phoenix?

Sarath Joshua, MAG:I think we have included Adaptive Systems with other ATMS. If the new ITSA 7.0 has a separate definition we will have to modify the RIA at the next update. We have not taken a good look at 7.0 as yet.

Jeevanjot Singh, NJDOT:Sarath I think that the only changes are the nomenclature of some of the service packages for the Adaptive Systems (ATMS).

manju.kumar(NDOT):When ITS projects are proposed, how well do they xurrently compare and compete with other enhancement proposals (e..g, auxilary lanes, HOV, etc.)? Has Regional Architectures enhanced their competitiveness?

Chris Francis, VDOT:Jim & Nathaniel - Is Statewide ITS Architecture Use and Application within the scope of this effort? I bring this up because the use and applications of Statewide ITS Architectures are somewhat different from the Regional ones.

SOLOMON CAVINESS:What constraints or issues were experienced when developing the ITS Architectures, coordination with others within the organization?

Lynne Yocom:How do you deal with the communication component with your plans.

Karen Gilbertson-KS:Rashmir - would you give an example for what you are discussing right now - with stakeholders?

Richard Israels:Are there any tools / frameworks you recommend in developing agreements among stakeholders for the sharing of ITS assets / data?