



**Maryland Statewide ITS Architecture
Conformity Form Package**

Version: December 2009



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Maryland ITS Architecture Conformity Form Package

I. Maryland Statewide ITS Architecture Conformity Form

A. Background

This Conformity Form (Form) is designed to help ensure that your ITS project conforms to the Maryland Statewide Intelligent Transportation Systems (ITS) Architecture (MD Architecture). Moreover, if you are seeking federal funding (from the Highway Trust Fund or its Mass Transit Account), the Form requests information required to obtain federal funding for your project.

Conformity with the MD Architecture will:

- Expedite the development and deployment of ITS
- Promote interoperability and reduce system incompatibilities
- Encourage efficient investment and reduce duplication
- Promote use of optimal rather than dead-end technologies
- Enable more effective planning and programming
- Give credibility to conforming ITS projects
- Provide enhanced transportation services for Maryland

This Form should be submitted at a point in the project planning process when the information requested on the Form can be reasonably provided but, in any case, before or at the same time funding is sought from federal or state sources. The Form you submit will be reviewed for conformity by the ITS Architecture Advisory Panel (IAAP), a panel composed of federal, state and local government transportation officials.

All information fields within the Conformity Form should be completed and some or all portions of the Form may be completed by excerpting and/or "cutting and pasting" from systems engineering or other documentation relating to the pending ITS project. Please be sure to clearly reference any additional materials that you attach (either paper or electronic) to the relevant part of the Form.

The Form is available in MS Word and should be completed electronically. As an electronic document, you can edit the Form to add space for your answers. The Form may be submitted electronically or in hard copy. Guidance to assist you in completing the Form may be found in Sections II, III and IV.

Submit completed Packages via mail or e-mail to Mr. Warren Henry at:

Address:	Attn: ITS Architecture Submittal Statewide Operations Center/Office of CHART & ITS Development Maryland State Highway Administration 7491 Connelley Drive Hanover, MD 21076-1701
Phone:	(410) 787-5885
E-mail:	wheny@sha.state.md.us



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B. MD Architecture Conformity Form

Submission Date	
1. Submission date:	
Organizational Information	
2. Legal name of submitting agency:	
Point of Contact Information	
3. Point of contact submitting form:	
4. Phone:	5. Fax:
6. E-mail:	
7. Mailing address:	
General Project Information	
8. ITS project name/title:	
9. Project type: <input type="checkbox"/> New <input type="checkbox"/> Replacement <input type="checkbox"/> Expansion	10. Project scope (select all that apply): <input type="checkbox"/> Software installation/upgrade <input type="checkbox"/> Hardware installation/upgrade <input type="checkbox"/> Operations/Maintenance <input type="checkbox"/> Systems Integration <input type="checkbox"/> Planning <input type="checkbox"/> Other (provide more detail below)
11. Summarize the project (including how this project relates to existing ITS projects/systems):	
12. Describe the needs this project will satisfy:	
13. List the users of the project when complete:	
14. Describe how the users will benefit from the project:	
15. Describe the geographic areas to be served:	



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Architecture-Specific Information

16. Summarize the current status of the project (including where it stands in terms of the Systems Engineering process diagram shown in the accompanying Conformity Guide):

17. List stakeholder agencies and their roles/responsibilities for this project:

18. Identify the functional requirements for this project:

19. Show how your project aligns with the Interconnect and Information Flow Diagrams in the MD ITS Architecture:

20. Describe the configuration & technology options considered for this project and indicate which were selected:

21. Describe the procurement options considered for this project and indicate which were selected:

22. Identify applicable ITS standards to be used in support of this project:

23. Describe your plan for ensuring adequate operations and maintenance of this project after implementation:

Other Information

24. Please provide any other relevant information:

Project Schedule

25. Estimated start date:

26. Estimated completion date:

Estimated Capital Budget

27. Total capital budget:

28. Percent federal funding & sources:

29. Percent state funding & sources:

30. Percent local funding & sources:

31. Percent other funding & sources:

Estimated Annual Operations & Maintenance Budget

32. Total annual O&M budget:

33. Percent federal funding & sources:

34. Percent state funding & sources:

35. Percent local funding & sources:

36. Percent other funding & sources:



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II. MD Architecture Conformity Form Instructions

These instructions will guide you in completing MD Architecture Conformity Form. If you need technical assistance in completing the Conformity Form, please contact Mr. Warren Henry at (410) 787-5885 or whenry@sha.state.md.us.

Submission Date

1. Submission date: Enter the date you will submit this Form to the IAAP.

Organizational Information

2. Legal name of submitting agency: Enter the full name of the submitting agency.

Point of Contact Information

3. Point of contact submitting form: Enter the name of the contact person at the submitting agency and the following contact information: **4. Phone, 5. Fax, 6. E-mail, and 7. Mailing address.**

General Project Information

8. ITS project name/title: Enter the name or title used for this project.

9. Project type: Select one of the following types as appropriate:

- *New:* if this project type, system, functionality, or service has not been used by the agency before
- *Replacement:* if the project will be to replace an existing system, functionality, or service
- *Expansion:* if the project will build on an existing system, will provide additional functionality, or expand an existing service

10. Project scope: Mark all applicable scopes as follows:

- Hardware installation/upgrade
- Software installation/upgrade
- Operations/Maintenance
- Systems Integration
- Planning.

If none of these options fits your project, please select *Other* and provide a brief description of your project scope.

11. Summarize the project (including how this project relates to existing ITS projects/systems): Provide a brief description of the project, including major

hardware and/or software components to be installed; new or updated communications channels with other agencies; and how the project relates to existing projects/systems.

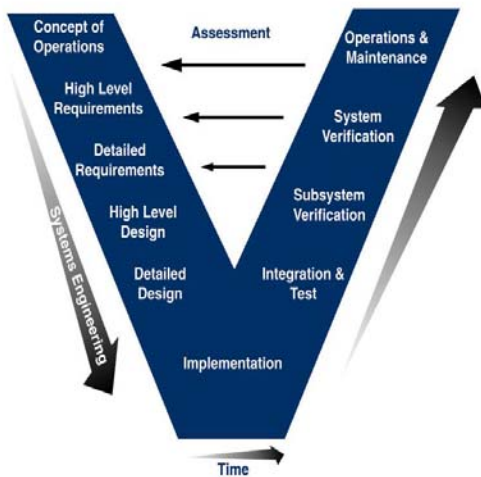
12. Describe the needs this project will satisfy: Describe, generally, the needs of your agency, other participating agencies, and/or the traveling public that will be met by this project. These needs may encompass traveler information, incident detection/response, information sharing, etc.

13. List the users of the project when complete: List or describe the users and beneficiaries (including agency and department when appropriate) of the project. All potential users should be listed, as applicable, including travelers, operators, emergency services personnel, etc.

14. Describe how the users will benefit from the project: Describe how the users, listed above, will benefit from the project. Examples of benefits may be that travelers will receive specific travel time on dynamic message signs or that operators will have access to a number of additional video feeds.

15. Describe the geographic areas to be served: The geographic areas should be listed as specifically as possible. The area may be statewide, for example, if the Maryland State Highway Administration deploys a new sensor system to gather traffic data from across the state.

--- FUNDING CYCLE TO BEGIN PROJECTS ---



The area may be regional or community-wide if a new system such as a transit Automatic Vehicle Location (AVL) system is installed, or it may be specific to certain corridors or intersections if, for example, automatic speed enforcement cameras are installed along a few rights-of-way. Consider the application of the product and what users will be affected to determine the geographic area. A map may be included.

Architecture-Specific Information

Figure 1 – Systems Engineering Process Diagram

16. Summarize the current status of the project: Explain the current project status in terms of the Systems Engineering process. Systems

Engineering refers to a structured, systematic process for planning, designing, and implementing an ITS system. Often development and implementation of one or



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more ITS systems is the basis for an ITS project. The systems engineering life cycle may be depicted graphically as shown in Figure 1.

For more detailed information on the systems engineering process as it relates to ITS projects, go to the Federal Highway Administration (FHWA) website at http://ops.fhwa.dot.gov/its_arch_imp/guidance.htm.

17. List stakeholder agencies and their roles/responsibilities for this project:

Identify the public agencies or private organizations with vested interests in the project. Additionally, list general roles and responsibilities of each, in terms of actions the stakeholder will complete to make project implementation a success. Also include future operational roles each stakeholder will assume as a result of the project.

18. Identify the functional requirements for this project: Specify the high level functional requirements for your project. These functions should describe the actions or activities that the resultant system, process or plan will perform. A functional requirement could be "The software shall provide pan, tilt, zoom control of the cameras." Details on the functional requirements may be included as an attachment if these have already been developed for the project.

19. Show how your project aligns with the Interconnect and Information Flow Diagrams in the MD ITS Architecture:

To respond to this item, you will want to examine the MD Architecture. To do so, go to the ITS Maryland website <http://www.itsmd.org> and access the web page "Using the Architecture". This page will provide instruction on using and navigating the Architecture.

By comparing the Interconnect and Information Flow Diagrams in the Architecture with your project, you should document whether the project:

- Fully conforms to the Architecture, i.e., the Interconnect and Information Flow Diagrams are the same.
- Partially conforms to the Architecture, i.e., the Interconnect and Information Flow Diagrams are in part the same.
- Does not conform to the Architecture, i.e., the Interconnect and Information Flows are not shown.

Where the project fully conforms to the Architecture, you should identify the pertinent Interconnect and Information Flow Diagrams. In instances where the project only partially, or does not, conform to the Architecture, you will need to clearly demonstrate how it differs, i.e., what would alternative Interconnect or Information Flow Diagrams look like. In preparing this information, you may provide marked up or new diagrams and/or describe the differences in narrative or tabular form. Please refer to Section III - Example Project and Conformity Form Number 19, for additional guidance.



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20. Describe the configuration and technology options considered for this project and indicate which were selected: As appropriate, describe the software, hardware and communications alternatives considered during project planning and design. Identify the options ultimately selected.

21. Describe the procurement options considered for this project and indicate which were selected: Given that ITS projects involve the procurement of technologies and novel institutional arrangements, the procurement approach should be carefully considered. As appropriate, identify the procurement alternatives considered and identify the option ultimately selected. A "Guide to Contracting ITS Projects" (National Cooperative Highway Research Program Project 03-77) provides useful guidance relative to ITS procurement and includes an automated tool for selecting an optimal procurement approach. The document may be found at the following Transportation Research Board site: http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_560.pdf.

22. Identify applicable ITS standards to be used in support of this project: ITS standards are fundamental to the establishment of an open ITS environment, which is essential to creating systems that are compatible with each other. The NITSA standards page, <http://itsarch.iteris.com/itsarch/html/standard/standard.htm>, provides the basics on ITS standards and resources for finding the most up-to-date list of standards.

These general sources are supplemented by sites that provide additional detail for a particular standards area, such as communication management centers and other centers, exchange of information using Dedicated Short Range Communications (DSRC), Commercial Vehicle Information Systems Network (CVISN). The table below provides links to SDO home pages as well as some of those specific. Other organizations involved with ITS Standards development include the International Organization for Standards (ISO) and Standards and Technology (NIST).

Standard Development Organizations (SDO) Home Page	Applicable Interfaces in the National ITS Architecture	ITS Standards Specific Sites
AASHTO, ITE, NEMA	Traffic Management Center to other Centers	National Transportation Communications for ITS Protocol(NTCIP)
	Traffic Management Center to Field Devices	
	Transit Center to other Centers and Vehicles	Transit Communications Interface Profile (TCIP)
ANSI	Commercial Vehicle Operations (CVO)-related system interfaces	Commercial Vehicle Information Systems Network (CVISN)
ASTM	Archived Data Management Center Interfaces	Archived Data
ASTM, IEEE	Vehicle to Vehicle; Vehicle to Roadside	Dedicated Short Range Communications (DSRC)
IEEE	Emergency Management Center to other Centers	Incident Management
EIA/CEA	Information Service Provider radio broadcast to mobile users	Mobile interfaces
ITE	Traffic Management Center to other Centers	Traffic Management (TMDD and MS/ETMCC)
	Roadside Signal Controllers	Advanced Transportation Controller(ATC)
	Traveler Information	

Figure 2 - ITS Standards Page

As shown in Figure 2 - ITS Standards Page above, the NITSA standards page identifies a series of standards. Looking at the middle column on the standard page, i.e., Applicable Interfaces in the National ITS Architecture, identify the applicable interfaces and list them in this section.

23. Describe your plan for ensuring adequate operations and maintenance of this project after implementation: Operations and maintenance of a system and its equipment is vital to the continued success of the project. Operations and maintenance is the final step of the systems engineering process shown in Figure 1. The recurring costs should be reflected in budgets and any additional internal personnel time for oversight or performance of these tasks must be considered as well.

Other Information

24. Please provide any other relevant information: If there is anything else you feel would help the IAAP to more fully understand your project, please include it here.

Project Schedule

25. Project start date: Provide the estimated start date of the project.



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26. Project completion date: Provide the estimated completion date for the project.

Estimated Capital Budget

Provide the estimated budget figures and expected funding breakdown and sources for the following items:

27. Total capital budget:

28. Percent federal funding & sources:

29. Percent state funding & sources:

30. Percent local funding & sources:

31. Percent other funding & sources:

Estimated Annual Operations & Maintenance Budget

Provide the estimated annual operations and maintenance budget and funding source breakdown for the following items:

32. Total annual O&M budget:

33. Percent federal funding & sources:

34. Percent state funding & sources:

35. Percent local funding & sources:

36. Percent other funding & sources:



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III. Example Project and Conformity Form

This project is a fictitious project, but could be similar to one implemented by any of a number of counties or other agencies in Maryland. *Maryland County* is used in this example to indicate that the submitting agency is a county, without naming one in particular.

Project Background

To improve the en-route, response safety of public safety workers and the traveling public, the Maryland County Department of Public Works and Transportation (DPWT) and Department of Public Safety (DPS) will be applying for federal and state funding for the installation of traffic signal preemption equipment at high-risk intersections and in emergency vehicles. A second part of the project will be to install equipment to enable control of mechanical traffic barriers from emergency vehicles.

In addition to some public safety funds, a portion of the funding will also come from transportation sources. The DPS is leading the project, but due to the nature of the project, a representative from the Maryland County DPWT will be closely involved.

Project Status

The project is in the preliminary planning stage and Maryland County will soon submit its application for transportation funding.



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Example Conformity Form for Maryland County ITS Project

Submission Date	
1. Submission date of this form: Today	
Organizational Information	
2. Legal name of submitting agency: Maryland County Department of Public Safety	
Point of Contact Information	
3. Point of contact submitting form:	
4. Phone:	301 555 1111
5. Fax:	301 555 2222
6. E-mail:	name@co.maryland.md.us
7. Mailing address: 911 Maryland Avenue, Town, MD, Zip Code	
General Project Information	
8. ITS project name/title: Maryland County Emergency Vehicle Preemption	
9. Project status: <input checked="" type="checkbox"/> New <input type="checkbox"/> Replacement <input type="checkbox"/> Expansion	10. Project type (select all that apply): <input checked="" type="checkbox"/> Software installation/upgrade <input checked="" type="checkbox"/> Hardware installation/upgrade <input checked="" type="checkbox"/> Operations/Maintenance <input type="checkbox"/> Systems Integration <input type="checkbox"/> Planning <input type="checkbox"/> Other (provide more detail below)
11. Summarize the project (including how this project relates to existing ITS projects/systems): This project has two components. The first will implement a system that links emergency vehicles (police, fire, and ambulance) so that traffic signals will be preempted when emergency vehicles are approaching. A second project component will implement a system that enables the control of mechanical traffic barriers from emergency vehicles.	
12. Describe the needs this project will satisfy: Maryland County emergency vehicles currently may be delayed by red lights when responding to emergencies. Also, there have been incidents at intersections involving emergency and other vehicles. Additionally, there are mechanical traffic barriers on some roads that must be manually raised, thereby slowing down emergency response times.	
13. List the users of the project when complete: Direct users of the project will be emergency response vehicle operators, who will be able to move through signalized intersections and mechanical traffic barriers as needed.	



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14. **Describe how the users will benefit from the project:** Emergency response vehicle operators will be able to move through signalized intersections and mechanical traffic barriers as needed, improving their performance and safety and enhancing overall public safety.

15. **Describe the geographic areas to be served:** The geographic areas to be served are dispersed throughout Maryland County along arterial roads.

Architecture-Specific Information

16. **Summarize the current status of the project (including where it stands in terms of the Systems Engineering process diagram shown in the accompanying Conformity Guide):** This project has a completed high-level requirements document.

17. **List stakeholder agencies and their roles/responsibilities for this project:** The Maryland County Department of Public Safety is providing the project management for project completion and contractor coordination. Equipment will be installed in county police cars, fire engines, and ambulances by the contractor. The Department of Public Works and Transmission will provide a final approval of the systems and assist with installer access into the traffic signal and barrier controller cabinets. All installation work in the cabinets will be performed by the contractor.

18. **Identify the functional requirements for this project:** Representative high-level functional requirements are the following:

- The field element shall respond to requests for indicator (e.g., signal) preemption requests from emergency vehicles at intersections, pedestrian crossings, and multimodal crossings.
- The field element shall notify controlling emergency vehicle of changes to signal status based on requests from the emergency vehicles.
- The field element shall respond to requests for barrier control requests from emergency vehicles at all reversible lane barriers within the county.
- The field element shall notify controlling emergency vehicle of changes to barrier status based on requests from the emergency vehicles.

Another document will be provided separately which lists all functional requirements identified for this project.

19. **Show how your project aligns with the Interconnect and Information Flow Diagrams shown in the MD ITS Architecture:** Please see the attachments to this form.

20. **Describe the configuration & technology options considered for this project and indicate which were selected:** Research has been conducted by County staff on configuration and technology options. County staff has elected to prescribe performance requirements to bidders and to let the bidders present their



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recommended options. County staff will then select the configuration and technology option that offers the best value from performance and cost perspectives.

21. Describe the procurement options considered for this project and indicate which were selected: DPS will not use a low-bid contractor because bidders are likely to offer different technical solutions that will vary in relation to cost and performance. In order to obtain best value, an RFP will be issued, proposals received and negotiations with one or more bidders will occur. The final project requirements will be developed through a collaboration of DPS and DPWT personnel and the contractor based on the high-level requirements already developed. The contractor will provide final system design, installation, and maintenance.

22. Identify applicable ITS standards to be used in support of this project: Vehicle to Roadside standards will be used. As part of the procurement evaluation, the ability of bidders to provide systems, equipment, etc., that meet ITS standards will be a factor.

23. Describe your plan for ensuring adequate operations and maintenance of this project after implementation: Maintenance on the system will be provided by the contractor for two years following installation. The cost for additional maintenance will be included in future DPS budgets.

Other Information

24. Please provide any other relevant information: This project will potentially entail the use of public safety funding as well as transportation funding and will receive additional scrutiny through public safety funding processes.

Project Schedule

25. Estimated start date: 02/28/11 **26. Estimated completion date:** 08/28/11

Estimated Capital Budget

27. Total capital budget:	\$650,000
28. Percent federal funding & sources:	50%
29. Percent state funding & sources:	30%
30. Percent local funding & sources:	20%
31. Percent other funding & sources:	0%

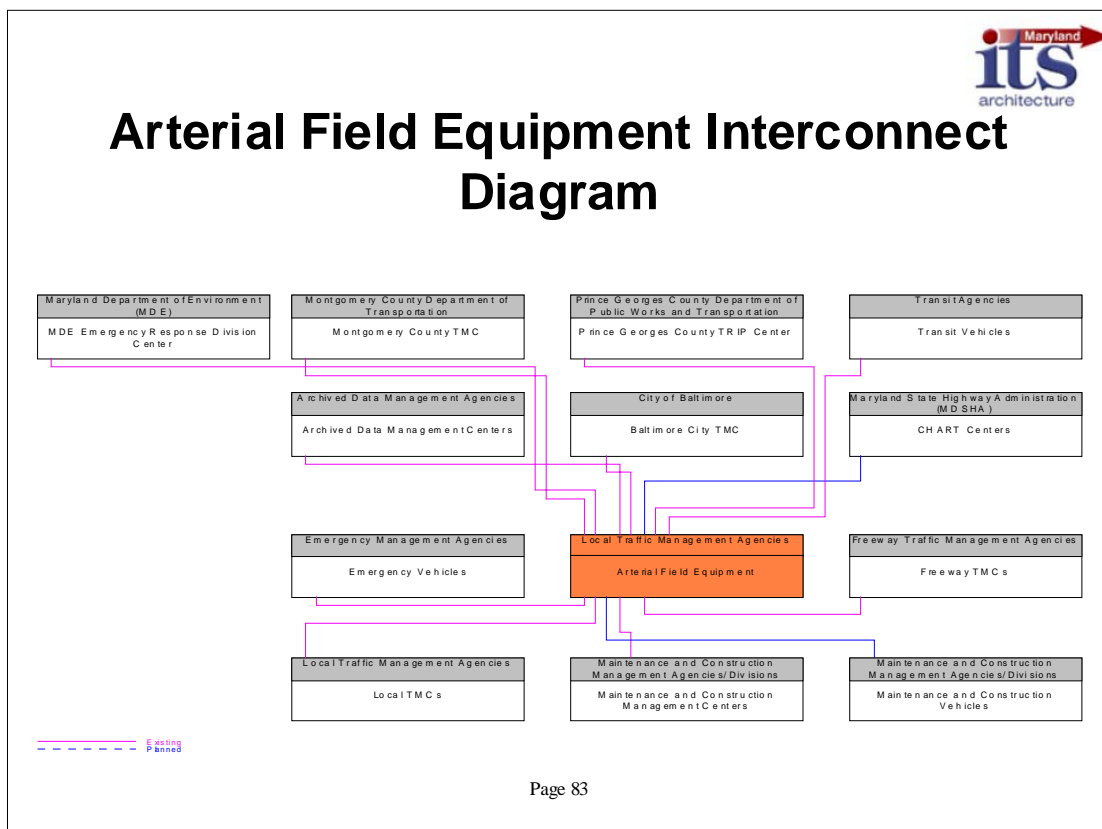
Estimated Annual Operations & Maintenance Budget

32. Total annual O&M budget:	\$38,000
33. Percent federal funding & sources:	0%
34. Percent state funding & sources:	0%
35. Percent local funding & sources:	100%
36. Percent other funding & sources:	0%

Attachments to Conformity Form from Submitting Agency in Response to Item 19

Three methods may be used to show the information contained in the Interconnect and Information Flow Diagrams in the Architecture. Those are by diagram, narrative or tabular format. Examples are provided below.

Below is the Interconnect Flow Diagram from the MD ITS Architecture (p. 83) that shows a planned connection between Emergency Vehicles and Arterial Field Equipment.



The above diagram may also be also shown in narrative or tabular format, e.g.:

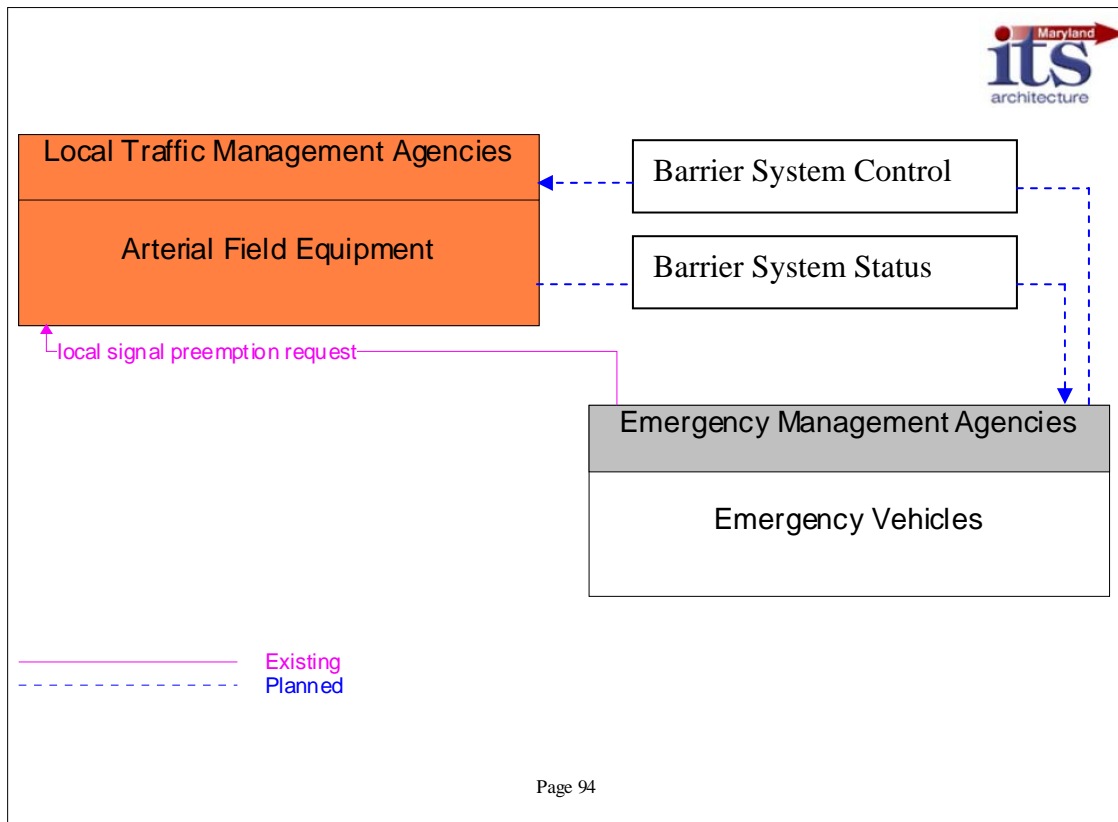
Narrative:

This project is reflected in the Architecture in the Arterial Field Equipment Interconnect Diagram found on p. 83 and the Emergency Vehicles Interconnect Diagram on p. 186. (Note: Each of these Diagrams shows an interconnect between Arterial Field Equipment and Emergency Vehicles, so either may be used for purposes of showing the relationship of the project to the Architecture. Only the one was shown graphically above.)

Tabular:

Interconnect Diagrams (Architecture Page #)
Arterial TMC Field Equipment (p. 83)
Emergency Vehicles (p. 186)

Below is an adapted Information Flow Diagram from the MD Architecture (p. 94) that shows two Information Flows – Barrier System Control and Barrier System Status – that will occur once this project is complete. The Barrier System Control will enable control of the mechanical traffic barriers from Emergency Vehicles while Barrier System Status will enable Emergency Vehicles to monitor the status of the traffic barriers. This Information Flow Diagram already shows an existing information exchange between Emergency Vehicles and Arterial Field Equipment with an Information Flow relating to Local Signal Preemption Request. This adapted Information Flow Diagram shows what is existing in the Architecture and the changes that would result from this project.



The above may also be shown in tabular format:



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Existing Interconnect Diagrams (Architecture Page #)	Necessary Modifications
Arterial TMC Field Equipment (p. 83)	No modifications needed
Emergency Vehicles (p. 186)	No modifications needed
Existing Information Flow Diagrams (Architecture Page #)	Necessary Modifications
Arterial TMC Field Equipment - Emergency Vehicles (p. 94)	Need to add two planned Information Flows: Barrier System Status, Barrier System Control



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IV. Frequently Asked Questions

A. What is the Purpose of the Conformity Form?

The purpose of the Conformity Form (Form) is to ensure your ITS project conforms to the Maryland Statewide ITS Architecture (MD Architecture).

B. Who is Required to Submit a Conformity Form?

Any agency or agencies developing an ITS project should submit a Form. Those agencies seeking federal or state funding must submit a Form. Submitting a Form will help ensure your ITS project is in conformity, which brings the benefits listed below in H - What are the Benefits of Architecture Conformity?

C. When to Submit a Conformity Form?

The Form should be submitted at a point in the project planning process when the information requested on the Form can be reasonably provided but, in any case, before or at the same time funding is sought from federal or state sources.

D. What is an ITS Project?

ITS projects involve technologies and operational enhancements that work together to deliver state-of-the-art transportation services. They represent a broad range of solutions aimed at making the transportation infrastructure more effective and efficient through the collection, exchange and dissemination of transportation-related information among transportation agencies, public safety agencies, travelers, private companies, the general public and others.

Common applications include the coordination of interconnected traffic signals, changeable message signs along the roadway, closed circuit television to monitor traffic flows, automatic vehicle location for transit vehicles and signal pre-emption for emergency vehicles.

ITS projects can comprise:

- New or enhanced systems,
- Operations and maintenance of existing systems,
- One or more transportation modes,
- One jurisdiction or encompass several, and/or
- Be components of larger projects, e.g., purchasing ITS equipment as part of a transit bus procurement or highway construction.



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E. What is an ITS Architecture?

An ITS Architecture is a framework that (1) identifies ITS systems, and (2) defines the interfaces among the systems. At the federal level, a National ITS Architecture (NITSA) has been developed and is being used by many state, regional, and local governments to guide their ITS development efforts.

A Regional ITS Architecture refers to a specific architectural framework sharing common ITS systems, institutions, needs, and interests across a single, interlinked geographic area. It is a regional framework for ensuring institutional agreement and technical integration for the implementation of ITS projects, or groups of projects.

F. What is the MD Architecture?

The MD Architecture is the Regional ITS Architecture for the State of Maryland. The MD Architecture is based on the NITSA as adapted to Maryland. The MD Architecture was first developed in 2001, with updates in April 2005 and December 2009. It will be routinely updated so that it remains accurate and relevant.

G. How to Access the MD Architecture?

The MD Architecture may be found on the ITS Maryland website (<http://www.itsmd.org>). The website includes instructional guidance on obtaining the Architecture-related information you will need to complete the attached Conformity Form. The website may be used as a stand-alone resource; also, the entire Architecture, or only portions of it, may be downloaded or printed, as needed.

H. What are the Benefits of Architecture Conformity?

Ensuring architectural conformity nets the following benefits for Maryland and its jurisdictions:

- Expedites development and deployment of ITS
- Promotes interoperability and reduces incompatibility
- Encourages efficient investment and reduces duplication
- Promotes use of optimal rather than dead-end technologies
- Enables more effective planning and programming
- Gives credibility to conforming ITS projects
- Provides enhanced transportation services for Maryland

Additionally, federal requirements mandate that conformity with the Regional Architecture (in this case, the MD Architecture) be demonstrated for ITS projects funded using federal Highway Trust Fund dollars (including those from the Mass Transit Account).



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I. How has the MD Architecture Been Used to Date?

The MD Architecture has already been used to plan specific center-to-center interfaces, for example, between CHART Centers and Montgomery County's Advanced Transportation Management System. It has also been used to assess project-level conformity for such initiatives as the Maryland State Police Mobile Command Bus.

J. What is the Maryland ITS Architecture Advisory Panel (IAAP)?

The IAAP will act as a clearinghouse and oversight panel for ITS projects and their conformity with the MD Architecture. The IAAP is currently composed of the following members:

Name	Agency	Phone/E-mail
Egua Igbinosun, IAAP Chair	Maryland State Highway Administration	(410) 787-5873
		Elgbinosun@sha.state.md.us
Bala Akundi	Baltimore Metropolitan Council (BMC)	(410) 732-0500 x1019
		bakundi@baltometro.org
Rick Gordon	Prince George's County Department of Public Works & Transportation	(301) 883-5700
		jrgordon@co.pg.md.us
Tom Jacobs	University of Maryland	(301) 614-3703
		tjacobs@capwin.org
Breck Jeffers	Federal Highway Administration	(410) 779-7153
		Breck.Jeffers@fhwa.dot.gov
Mike Kinney	Montgomery County Department of Public Works & Transportation	(240) 777-8760
		Michael.Kinney@montgomerycounty.md.gov
Glenn McLaughlin	Maryland State Highway Administration	(410) 787-5884
		gmclaughlin@sha.state.md.us



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K. How Will the IAAP Review the Conformity Forms?

Once a Conformity Form is submitted to the IAAP, the panel will determine whether the prospective project conforms to the MD Architecture. In the course of making this determination, the IAAP may do the following:

- Request additional information from the submitter,
- Determine that modifications or additions to the MD Architecture are required, and/or
- Provide specialized feedback to the submitter.

An affirmative finding that an ITS project conforms to the MD Architecture will be acknowledged in writing by the IAAP and forwarded to the Submitting Agency contact listed in the Form.

Information submitted under this Conformity process will be entered into a repository of data on ITS projects throughout the state. The existence of this repository is expected to facilitate better communication of ITS opportunities, enhanced interoperability, and more efficient investment, enabling Maryland to more rapidly and efficiently build out its ITS infrastructure. In turn, this will lead to better transportation services for Maryland's citizens.

L. How does this Architecture Conformity Process Relate to the Public Safety Communications Interoperability Governance Working Group Process?

The Public Safety Communications Interoperability Governance Working Group is reviewing public safety wireless communications projects. This Conformity process is focused on ITS projects in the transportation realm. The IAAP will coordinate with the public safety communications interoperability process where an ITS project involves public safety and wireless communications.

M. Where to Go for Further Information?

For more information about the MD Architecture, Maryland's conformity guidelines or related matters, please contact Mr. Egua Igbinosun, MdSHA, at (410) 787-5873 or Elgbinosun@sha.state.md.us.

For additional information about federal regulations and policies related to architectural conformity, please contact Mr. Breck Jeffers, FHWA, at (410) 779-7153 or Breck.Jeffers@fhwa.dot.gov.

For questions not answered by this guide on submitting a Conformity Form, or if you would like technical assistance in completing the Conformity Form, please contact Mr. Warren Henry, MdSHA, at (410) 787-5885 or whenry@sha.state.md.us.