8.0 Maintenance of the Regional ITS Architecture

The Miami Valley Regional ITS Architecture was developed with a 20 year planning horizon and will need to be maintained on a regular basis. The maintenance will allow for updates to be made as progress is made on planned projects as well as to add new projects and/or stakeholders in the process. MVRPC will be responsible for updating the Miami Valley Regional ITS Architecture. It is planned that updates to the Turbo Architecture database and the architecture itself will be made in conjunction with updates to the Regional Transportation Plan. The integration with the regional planning process is a key towards meeting the intent of the FHWA Rule and FTA Policy. Details of this process can be found in Appendix A.

9.0 Sequencing of Projects

ITS projects by their very nature, depend on and provide information and infrastructure to other ITS projects in any region. Therefore, it is critical that the sequencing of project development is addressed as part of the Miami Valley Regional ITS Architecture effort.

Section 4 outlined the key regional ITS projects that came out of the ITS architecture development exercise. The projects are presented below with an estimated timeline associated with each project. (Short Term is within three years, Long Term is beyond three years). The projects in bold are projects that are dependent upon another project before it can become a reality. The details of those dependencies can be found by referring back to Section 5 of the document.

Stakeholder	Project	Timeline
GDRTA	AVL APC AVA **Smart Card** ATIS (real time next bus, kiosks)	Existing Short Term Short Term Long Term Long Term
Greene CATS	AVL	Short Term
SCAT	AVL APC	Long Term Long Term
Dayton Police	AVL/MDT	Short Term
Montgomery County EMA	AVL/MDT	Short Term
ODOT	Buckeye Traffic AVL District 8 Snowplows RWIS D/SFMS **Variable speed limit signs**	Existing Existing Existing Long Term Long Term
OSHP	1-888-2OHROAD Multi Agency Radio Communications System (MARCS) (AVL/MDT)	Existing Short term
Kettering	Traffic signal coordination	Existing
Moraine	Traffic signal coordination	Existing
Regional ITS Projects	Montgomery County Emergency Management Center Construction Coordination System	Short Term Short Term

Table 9.1 Miami Valley Regional ITS Project Sequencing

It is important to note that some of these projects depend on others being conducted first. For example, the D/SFMS' final design will be closely linked with the reconstruction of I-75 over the next few years. Ensuring the proper conduit

and pull-boxes are part of the reconstruction's design is a critical cost saving step. In addition, as local municipalities continue to install fiber on arterials, the D/SFMS could leverage that infrastructure as well to save on overall cost of the system. Likewise, the final location of the Miami Valley TMC could be dependent on the success of the County/City combined Emergency Management Center.

Additionally, ATIS efforts in the region could be initiated by leveraging the current OSHP call service as a precursor to a 511 statewide system. Finally, transit's key role in creating ITS data in the region makes them a critical partner as ODOT and the region begin to form regional ATIS initiatives after the D/SFMS comes on-line. Continued coordination among the Miami Valley agencies will ensure a successful regional ITS program.