



W E L C O M E

RITA Intelligent Transportation Systems
Joint Program Office

Welcome



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The screenshot shows the RITA website header with the logo and navigation menu. The main content area is titled "ITS Professional Capacity Building Program" and includes sections for "Welcome to ITS Professional Capacity Building", "ITS Technical Assistance", "News", and "Scheduled T3 Webinars".

ITS Professional Capacity Building

The ITS Professional Capacity Building (PCB) Program provides comprehensive, accessible, and flexible ITS learning for the transportation industry. By using the program, public agencies can build and sustain a capable and technically proficient ITS workforce, and transportation professionals can develop their knowledge, skills, and abilities while furthering their career paths.

The plan, [ITS Professional Capacity Building: Setting Strategic Direction 2010-2014](#), describes the strategy the ITS PCB Program is pursuing to create a 21st century learning environment and build an ITS profession that leads the world in the innovative use of ITS technologies.

ITS Technical Assistance

The ITS PCB Program offers technical assistance resources to State and local transportation agencies, and to FHWA Field Offices.

- [ITS Peer-to-Peer Program](#) helps resolve ITS challenges by speaking to your peers.
- The ITS Help Line provides [technical support by e-mail](#) or telephone 866-367-7487.

Scheduled T3 Webinars

Register now for these upcoming T3 webinars:

Date	Time	Topic
June 23, 2011	1:00 PM – 2:30 PM ET	2011 Enhancements to the ITS Knowledge Resources Websites: Improving Access to Information on ITS Benefits, Costs, Lessons Learned and Deployment
June 29, 2011	1:00 PM – 2:30 PM ET	Open Payments, Mobile Payments and Personal Identification Verification (PIV) Acceptance – Overview of Innovations in Public Transit Payment Systems

[View T3 webinar archives.](#)

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A103

Introduction to ITS Standards Requirements Development



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Target Audience

- Decision Makers
- Project Managers
- Operational Stakeholders



Instructor



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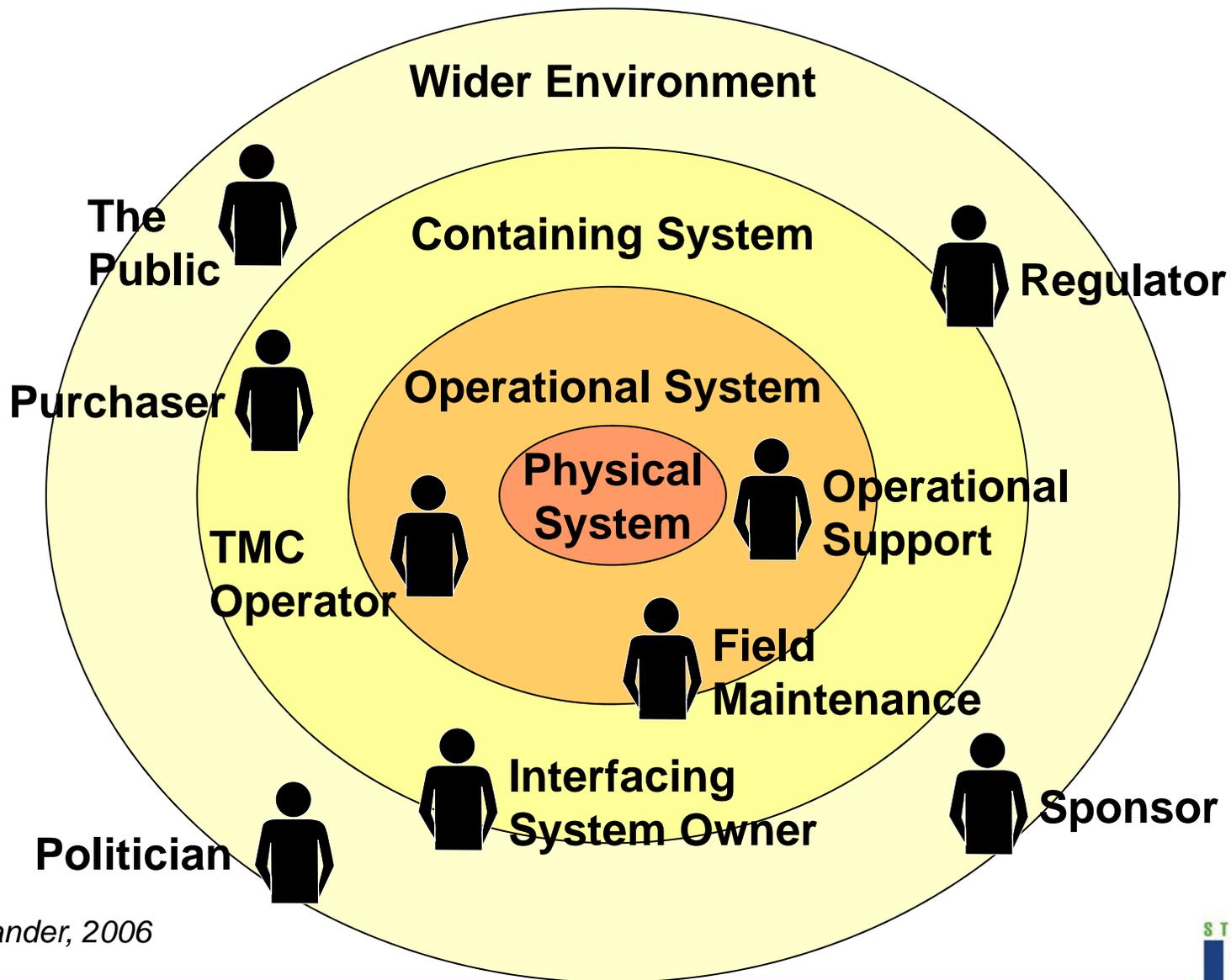


Who Are Stakeholders?

- TMC Operator, Field Maintenance, Operational Support (e.g. IT Dept.)
- Interfacing System Owner, Purchaser
- Sponsor of the Project
- Regulatory Agency (if there is one)
- Public, Politician



Stakeholders for a System



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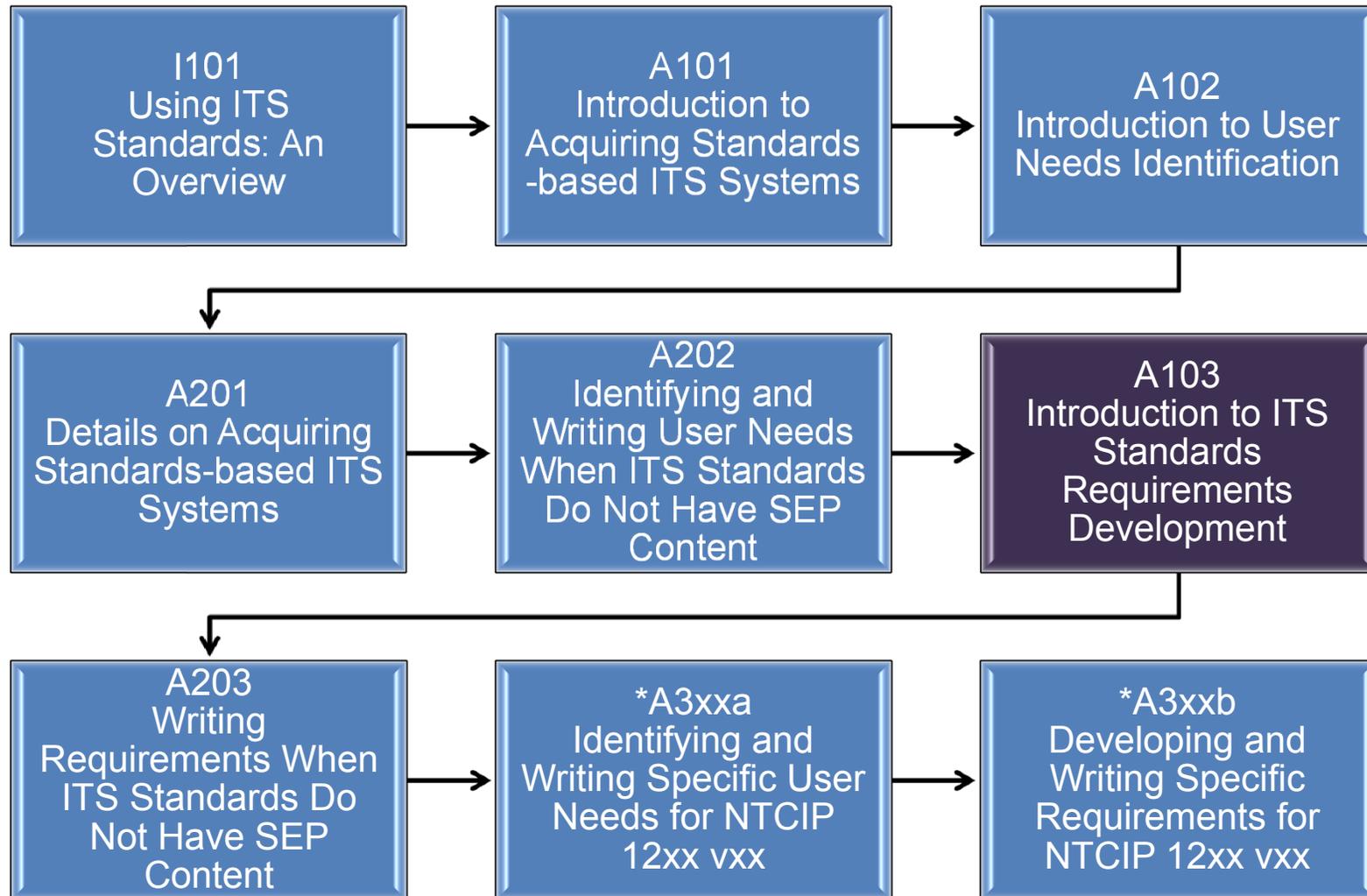


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Curriculum Path (Non-SEP)



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Expected in year 2 training modules



Recommended Prerequisites

- I101 Using ITS Standards: An Overview
- A101 Introduction to Acquiring Standards-based ITS Systems
- A102 Introduction to User Need Identification
- A201 Details on Acquiring Standards-based ITS Systems
- A202 Identifying and Writing User Needs When ITS Standards Do Not Have SEP Content



Prerequisites (cont.)

- Basic knowledge of the following areas is helpful:
 - Intelligent Transportation Systems (ITS)
 - Managing ITS deployment projects
 - Government procurement processes
 - Benefits of standards
 - Systems engineering process (SEP)



Learning Objectives

1. Define requirements for overall operation to satisfy user needs
2. Understand the concept of a well-formed requirement
3. Define the system and interfaces as a functional architecture



Learning Objectives (cont.)

4. Use decomposition of the architecture and requirements as necessary to properly define the system
5. Verify that requirements are complete and correct
6. Understand how requirements development applies to ITS communication standards

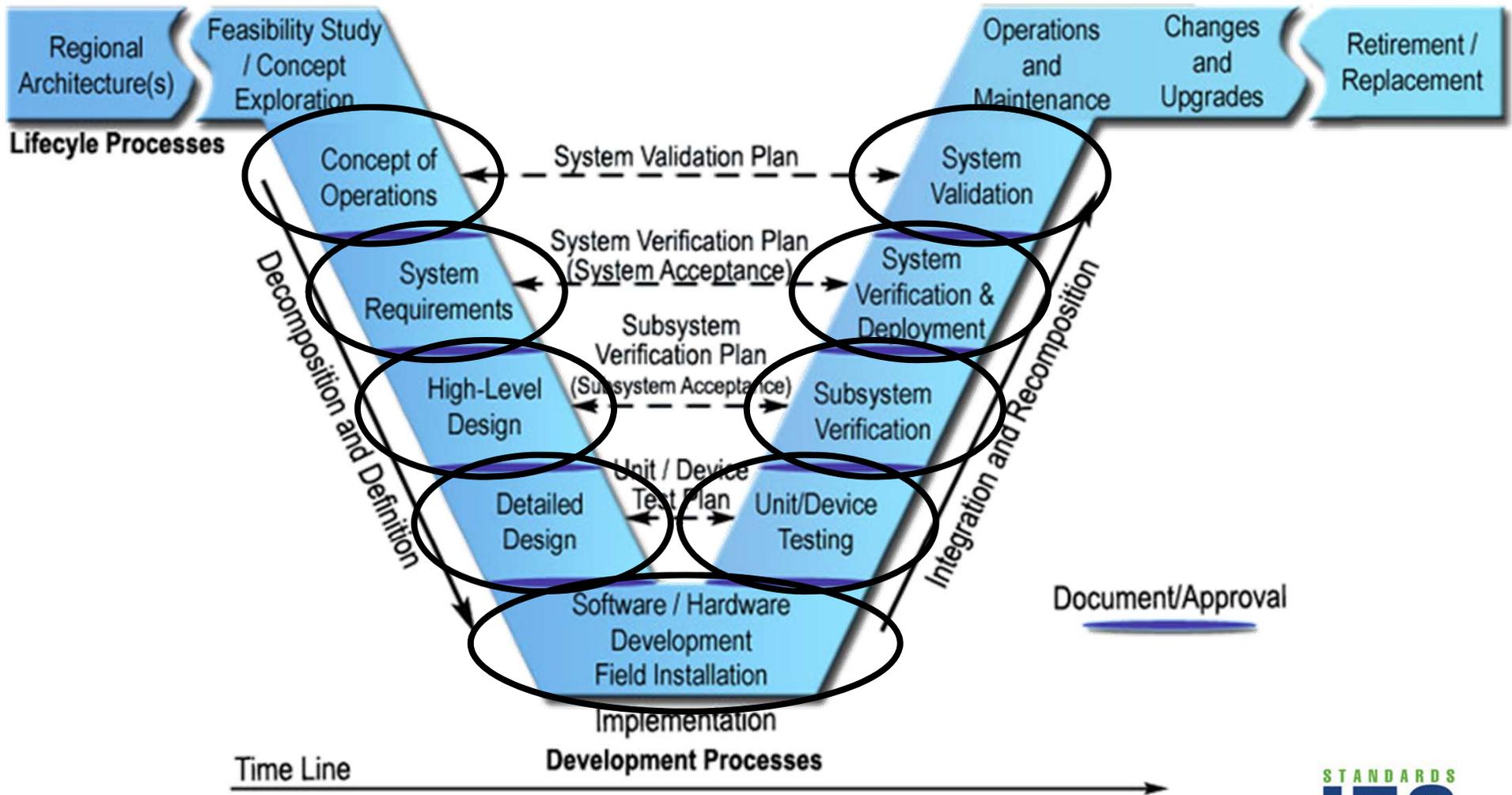


Defining Requirements For Overall Operation To Satisfy User Needs

- Review of the system's life cycle
- Review the concepts of operations and the definition of user needs
- Discuss the relationship of user needs to requirements
- Discuss the role of requirements in the system's life cycle



Review of the Systems Life Cycle



Components of a Concept of Operations

- Example from the FHWA Systems Engineering Guidebook V3
 - Purpose of Document
 - Scope of Project
 - Referenced Documents
 - Background
 - Concept for the Proposed System
 - User-Oriented Operational Description



Components of a Concept of Operations (cont.)

- Example from the FHWA Systems Engineering Guidebook V3 (cont.)
 - Operational Needs
 - System Overview
 - Operational Environment
 - Support Environment
 - Operational Scenarios
 - Summary of Impacts



Characteristics of Well-Written User Needs

- Uniquely Identifiable
- Major Desired Capability
- Solution Free
- Captures Rationale



An Example User Need

4.3.1.11 Limit Audible Noise

The user needs the TFCS to have limited audible noise. TFCSs will be deployed in areas where residents are sensitive to ambient sound.

It is said that user needs identify the high-level **WHAT** of the system?



The Relationship of User Needs to Requirements

A Definition of a Requirement

A translation of needs into a set of individual quantified or descriptive specifications for the characteristics of an entity in order to enable its realization on examination.

[ISO/IEC Guide 25: 1990]



The Relationship of User Needs to Requirements

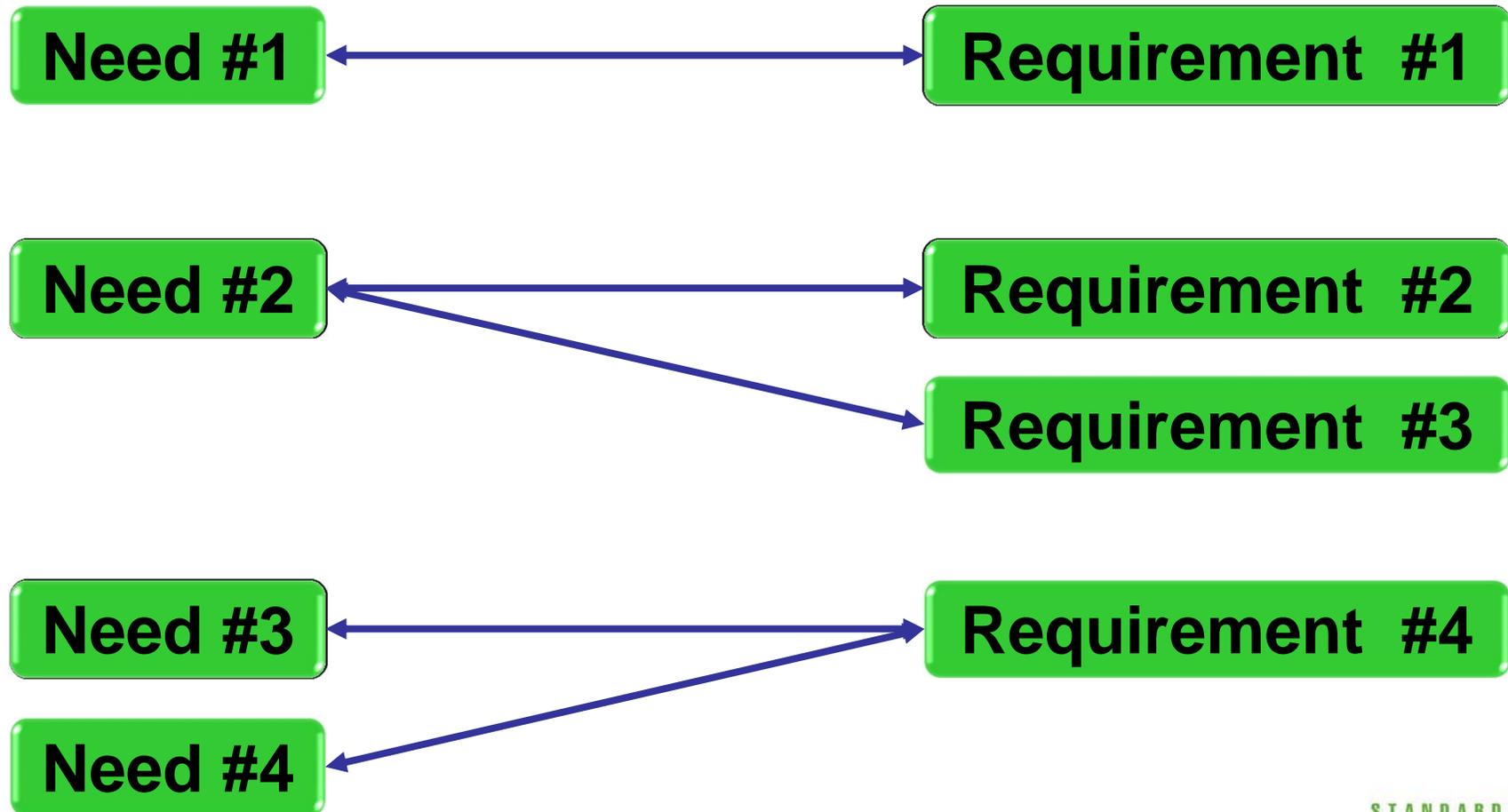
Requirement...

5.1.20 Audible Noise Level

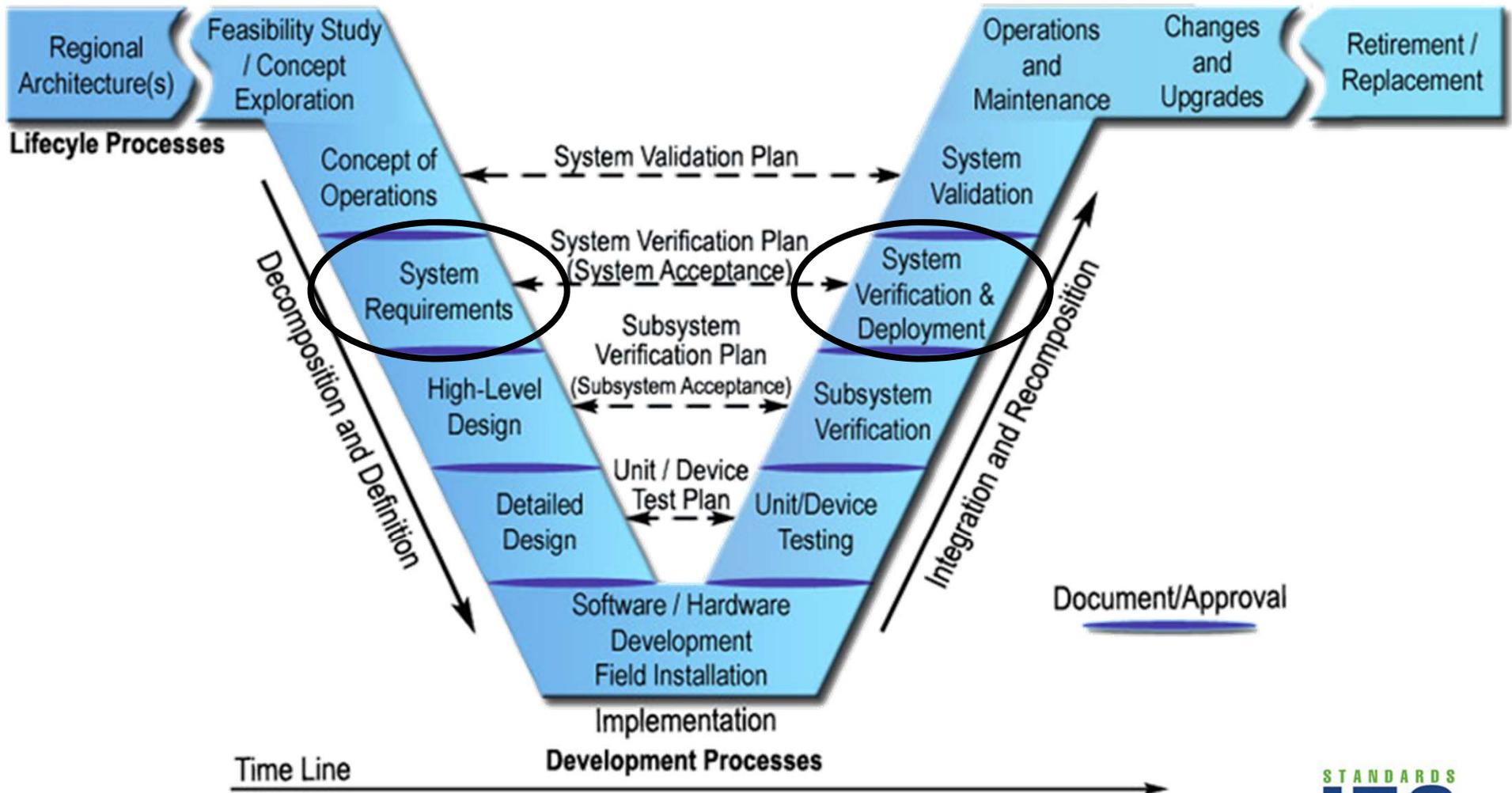
The TFCS shall have no component that emits an audible noise level exceeding a peak level of 55 dBA when measured at a distance of one meter away from its surface.



The Relationship of User Needs to Requirements



Requirements in the Systems Life Cycle



Different Types of Requirements

- Functional Requirements
- Performance Requirements
- Non-Functional Requirements
- Architectural Constraints (or Constraints)



The Concept of a Well-Formed Requirement

- The structure of well-formed requirements
- The characteristics of a well-formed requirement



Structure of Well Formed Requirements

[Actor] [Action] [Target] [Constraint] [Localization]

Actor Identifies who or what that does the action

Action Identifies what is to happen

Target Identifies who or what receives the action

Constraint Identifies how to measure success or failure of the requirement

Localization Identifies the circumstances under which the requirement applies

Localization and constraint portions are important but not all requirements will have both

Structure of Well-Formed Requirements

[Actor] [Action] [Target] [Constraint] [Localization]

Example:

The system [Actor] shall generate [Action] event reports [Target] containing the following information [Constraint] on a scheduled interval [localization]

If a requirement can't be stated in this simple format, you probably need to define the functionality using multiple requirements.

Characteristics of a Well-Formed Requirement

- Necessary
 - Must be useful and traceable to needs
- Concise
 - Minimal, understandable and expressed in a declarative language (e.g. “shall statements”)
- Attainable
 - Realistic to achieve within available resources and time



Characteristics of a Well-Formed Requirement (cont.)

- Standalone
 - Stated completely in one place
- Consistent
 - Does not contradict itself, nor any other stated requirement
- Unambiguous
 - Susceptible to only one interpretation



Characteristics of a Well-Formed Requirement (cont.)

- Verifiable
 - Requirement can be met through inspection, analysis, demonstration, or test



An Example Requirement

5.1.20 Audible Noise Level

The TFCS shall have no component that emits an audible noise level exceeding a peak level of 55 dBA when measured at a distance of one meter away from its surface.

It is said that requirements define the detailed **WHAT** of the system.



Defining the System and Interfaces as a Functional Architecture

- Context Diagrams
- Functional Architecture

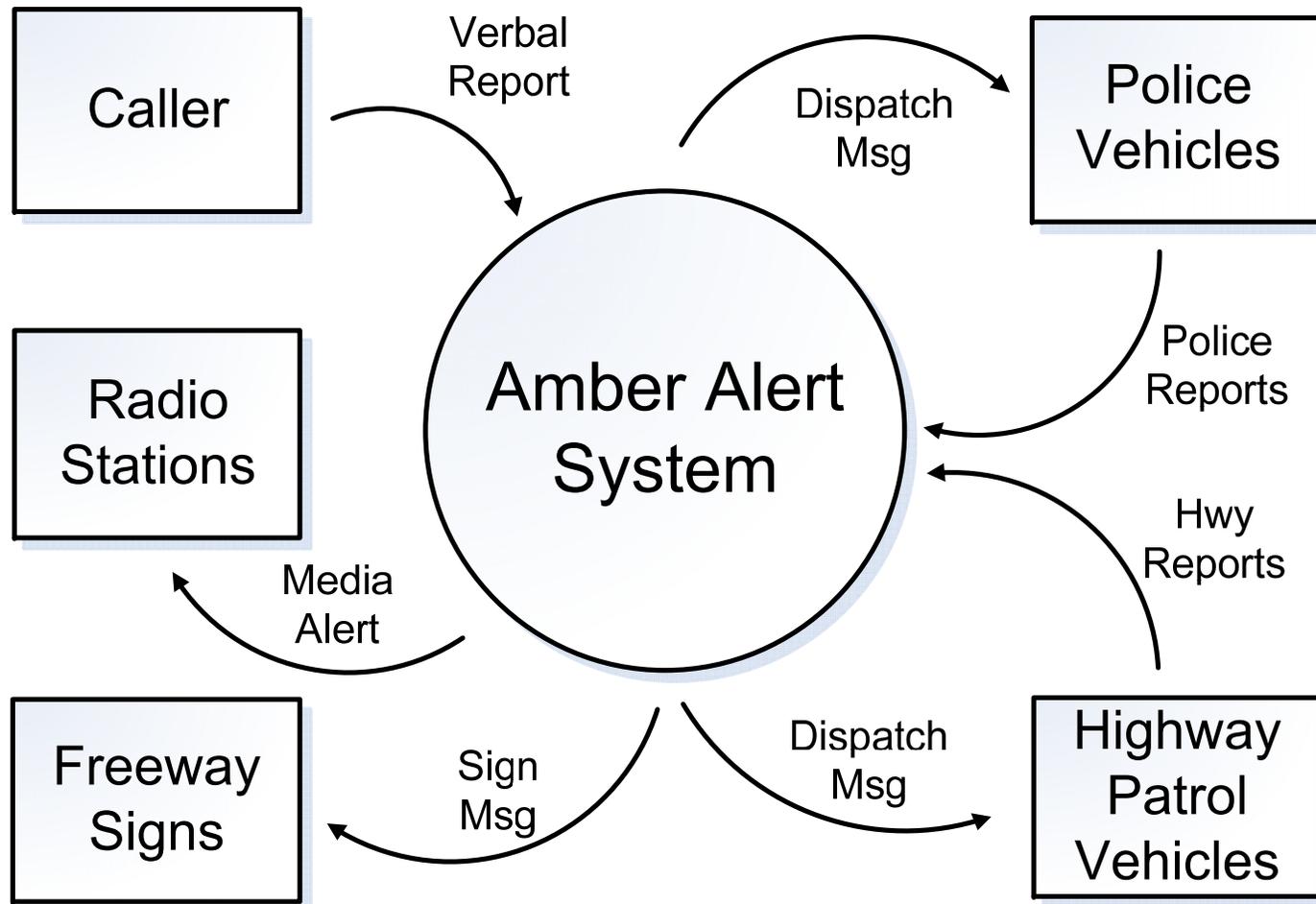


Context Diagrams

- Show the system specified with a boundary that defines the external interfaces
- Often the most difficult and critical task for a project
 - Requires skill and creativity to explore alternative possibilities
 - All later work on the project is affected by the choice



Amber Alert System Context Diagram

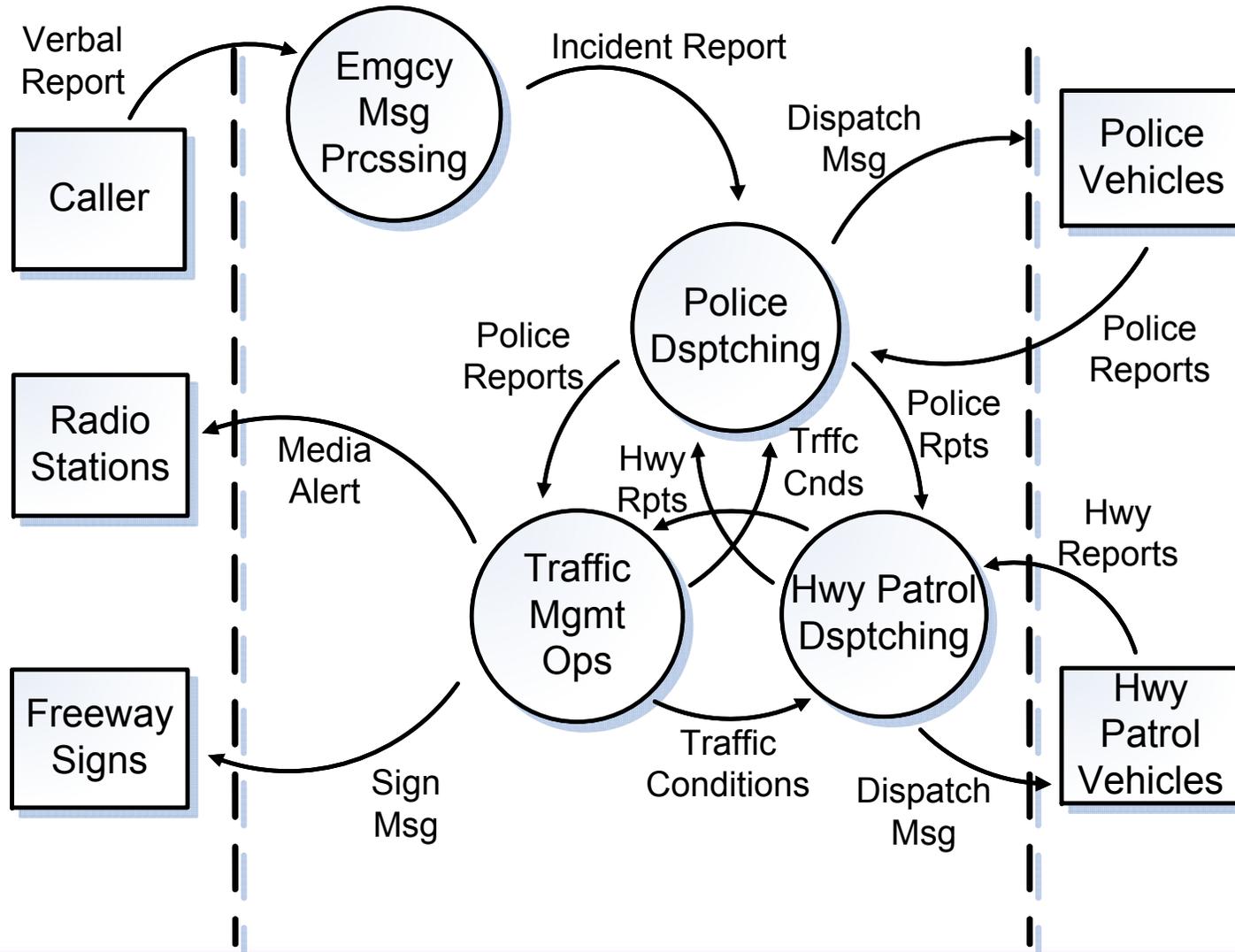


Functional Architecture

- Describes functions within a system and the data into and out of the functions
 - Parts are sometimes called “functional elements”
 - Not a design drawing
 - Describes the lines of communication and kinds of information to be conveyed (high-level only)
 - Structure for describing operations in terms of where the operations will be carried out



Amber Alert System Functional Architecture

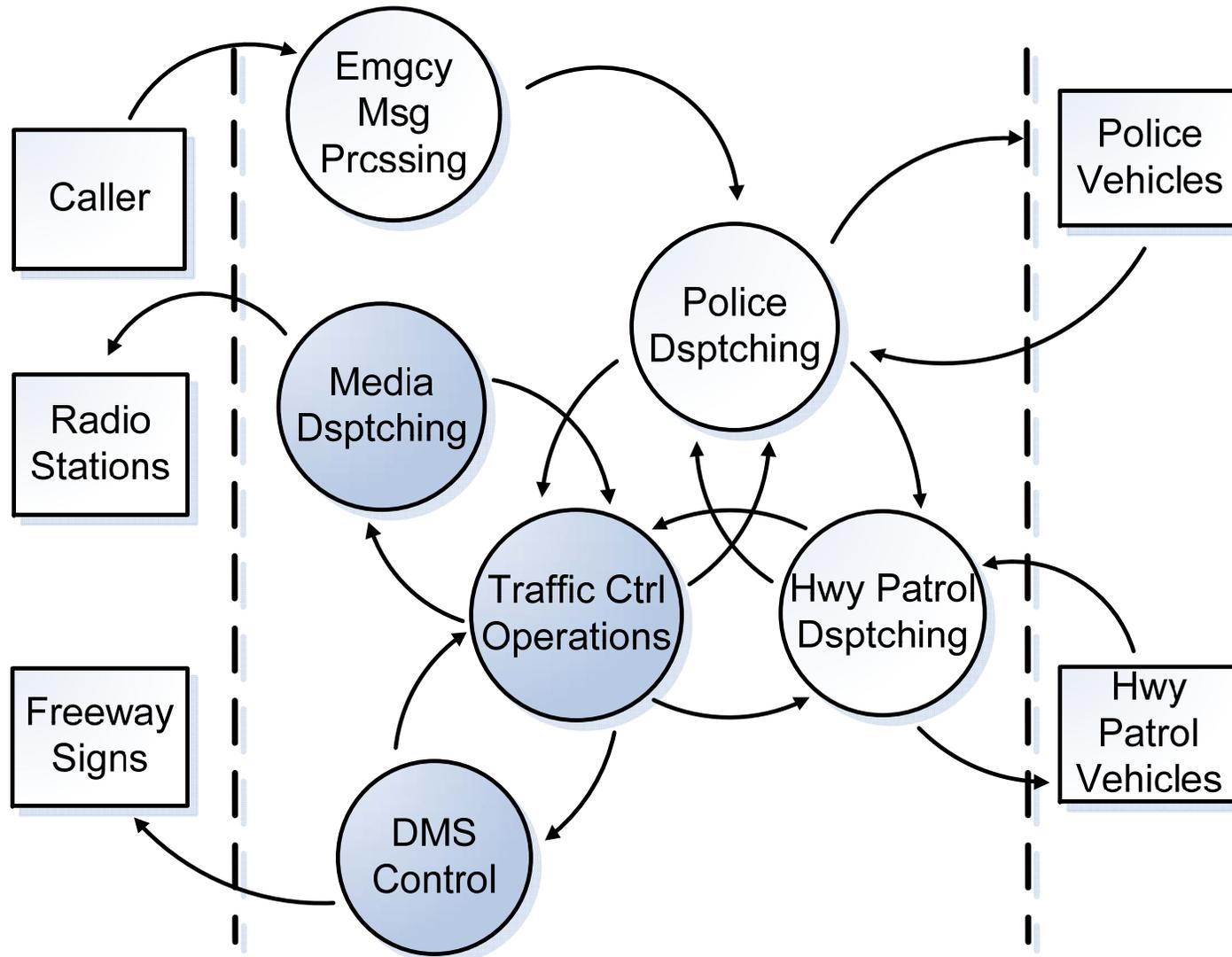


Using Decomposition of Architecture and Requirements to Define the System

- Decomposition of the Architecture
- Decomposition of the Requirements



Decomposition of the Architecture



Decomposition of Requirements

A System Requirement for the Traffic Management Operations Functional Element

5.1.20 Public Notice of Amber Alerts
Traffic Management Operations shall notify the public of an Amber Alert.



Decomposition of Requirements

Requirements for the Subsystems of the Traffic Management Operations Functional Element

5.1.20.1 Send Amber Alert to Media Dispatch
Traffic Control Operations shall send an Amber Alert notification to Media Dispatching.

5.1.20.2 Send Amber Alert to DMS Control
Media Dispatching shall send an Amber Alert notification to Radio Stations.

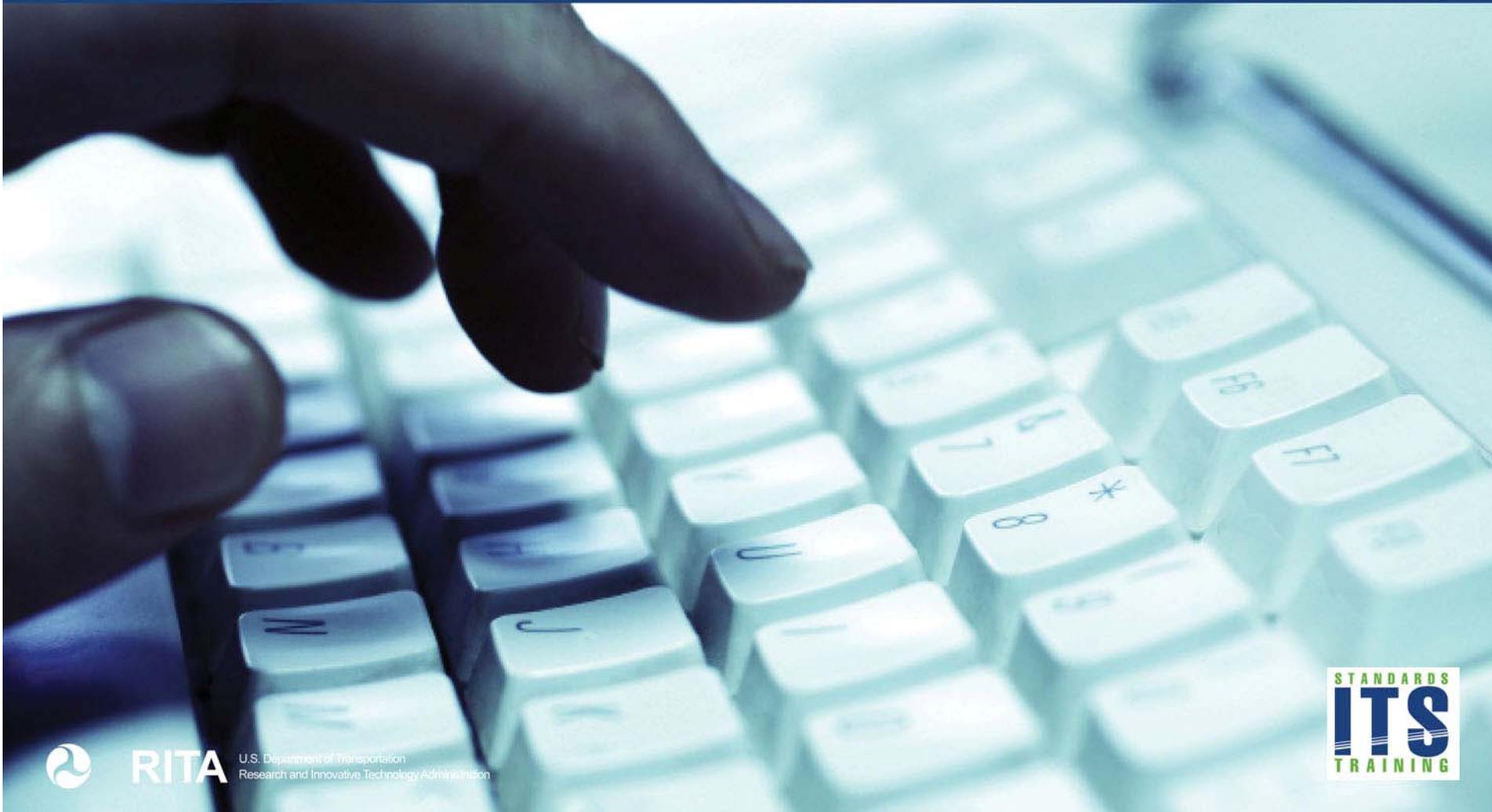


Verifying That Requirements Are Complete and Correct

- Correctness
- Completeness
- Using Traceability



ACTIVITY



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Verifying Requirements Are Correct

5.1.21.6 Acknowledge Alert

Traffic Control Operations shall acknowledge the receipt of an Amber Alert notification.

[Actor] [Action] [Target] [Constraint] [Localization]

Is it well-formed? Necessary? Concise?
Attainable? Standalone? Consistent?
Unambiguous? Verifiable?



Validating Requirements Are Complete

- Are the requirements logically consistent with parent requirements and user needs?
- Are the requirements consistent with sibling requirements?
- Is there traceability between the needs and requirements?



Need-to-Requirement Logical Consistency

What is inconsistent about this need and requirement?

[Need]

4.3.1.9 Extreme Temperatures and Humidity

The user needs the TFCS to operate under extreme hot, cold and humid environmental conditions.

[Requirement]

5.1.25 Ambient Temperature Range

The TFCS shall be capable of withstanding an ambient storage temperature range of -45 degrees Celsius to +85 degrees Celsius.



Requirement Consistency

What is inconsistent in these requirements?

5.4.3 120 VAC Switch Pack Modules

The output assembly shall accept switch pack modules suitable for controlling field displays that operate at nominal 120 VAC 60Hz.

5.4.4 Low Voltage Load Switch Packs

The output assembly shall accept switch packs suitable for controlling field displays that operate at 48 VDC (+/- 2.0 VDC).



Using Traceability

- A tool used to help verify completeness and correctness
- Every need must be addressed by at least one requirement
- Every requirement must trace to at least one need
- Any need that is not addressed by at least one requirement means:
 - A requirement was missed, or
 - The user need must be reevaluated



Using Traceability (cont.)

- Every requirement that does not address at least one need means:
 - The requirement must be reevaluated, or
 - A user need was missed
- Every aspect of each user need should be addressed in requirements



Using Traceability Graphical Representation

2.5.2.6 Manage the Real-Time Clock

- 3.4.1.4.1 Get Date and Time
- 3.4.1.4.2 Get Daylight Saving Time Mode
- 3.4.1.4.3 Set Date and Time
- 3.4.1.4.4 Set Daylight Saving Time Mode



Using Traceability Needs-to-Requirements Traceability Matrix (NRTM)

User Need ID	User Need	Req ID	Requirement
2.5.2.6	Manage Real-Time Clock	3.4.1.4.1	Get Date and Time
		3.4.1.4.2	Get Daylight Saving Time Mode
		3.4.1.4.3	Set Date and Time
		3.4.1.4.4	Set Daylight Saving Time Mode



Using Traceability

Example One-to-Many Relationship

2.5.2.6 Manage the Real-Time Clock

This user needs the management station to configure a Real-Time Clock on the TSS for the purpose of providing timestamps on sample data. *Accurate timing stamps across the system are critical to all data collection and sampling activities of the TSS. The clock should be able to support Daylight Saving Time adjustments so that local time stays consistent.*



Using Traceability Example One-to-Many Relationship (cont.)

3.4.1.4.1 Get Date and Time

The TSS shall allow a management station to get the current sensor system date and time.

3.4.1.4.2 Get Daylight Saving Time Mode

The TSS shall allow a management station to get the current daylight saving time mode.



Using Traceability Example One-to-Many Relationship (cont.)

3.4.1.4.3 Set Date and Time

The TSS shall allow a management station to set the sensor system date and time to within one second of receiving the command.

3.4.1.4.4 Set Daylight Saving Time Mode

The TSS shall allow a management station to set the daylight saving time mode.



Traceability Beyond Requirements

- Traceability can extend beyond user needs and requirements to:
 - Design
 - Testing
 - System Acceptance & Validation
 - Procurements



Applying What We Learned to ITS Communications Standards

- Systems Engineering Process (SEP)
Applied to ITS Communications Standards
- Other Modules



Systems Engineering Process Applied to ITS Communications Standards

- Use of standards usually starts in the design phases of the system
- Typically considered a part of subsystems development
- An SEP is being applied to standard's development and to standard's content



Systems Engineering Process Applied to ITS Communications Standards

NTCIP 1209:2005

National Transportation Communications for ITS Protocol

Data Element Definitions for Transportation Sensor Systems

Joint Standard of AASHTO, ITE, and NEMA

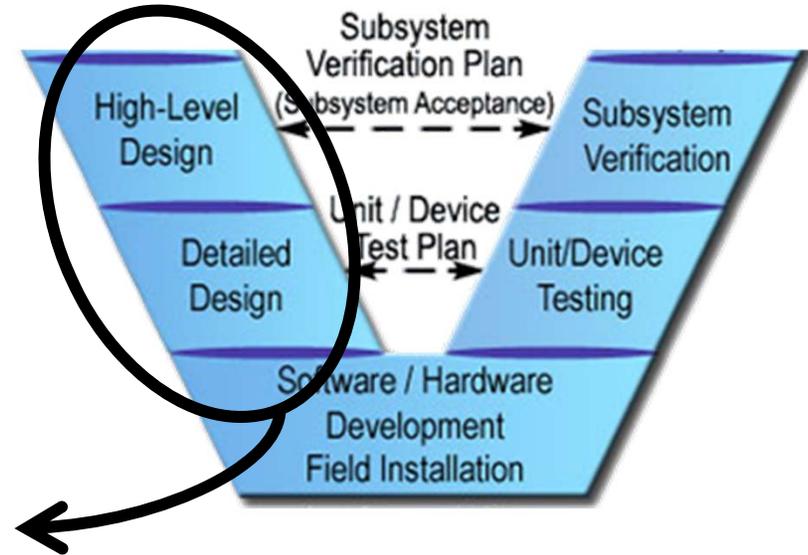
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NTCIP Standards Publication

A Joint Publication of
American Association of State Highway and Transportation Officials (AASHTO)
Institute of Transportation Engineers (ITE)
National Electrical Manufacturers Association (NEMA)



Contents of ITS Center-To-Field Communication Standards With SEP Content

- General
- Concept of Operations (ConOps)
- Functional Requirements
- Design Details
 - Dialogs and Interface Specifications
 - Object Definitions (MIB)
- Annexes
 - Requirements Traceability Matrix
 - Test Procedures
 - Documentation of Revisions



Example

Requirements Traceability Matrix (RTM)

Req ID	Req	Dialog ID	Dialog	Object ID	Object
3.4.1	Determine Maximum Number of Classes				
.2.8		4.3.3.1	Retrieve Sensor Zone Sequence Parameters		
				5.2.4	maxSensorZones
				5.4.3.1	numSampleDataEntries
				5.4.3.2	numSensorZoneClass

PCB Modules on Standards With SEP Content

- Dynamic Message Signs
 - A311A Understanding User Needs for DMS Systems Based on NTCIP 1203 Standard
 - A311B Specifying Requirements for DMS Systems Based on NTCIP 1203 Standard
- Environmental Sensor Systems
 - A313A Understanding User Needs for ESS Systems Based on NTCIP 1204 V03 Standard
 - A313B Specifying Requirements for ESS Systems Based on NTCIP 1204 V03 Standard



PCB Modules on Standards With SEP Content (cont.)

- Traffic Management Data Dictionary
 - A321A Understanding User Needs for Traffic Management Systems Based on TMDD v03 Standard
 - A321B Specifying Requirements for Traffic Management Systems Based on TMDD v03 Standard



Contents of ITS Center-To-Field Communication Standards Without SEP Content

- Overview
- General Information
- Object Definitions (MIB)
- Conformance Groups
- Conformance Statement



A203 Module on Writing Requirements for ITS Standards Without SEP Content

The participant will learn to:

- Review key concepts from previous modules
- Understand what is needed before attempting to write requirements
- Write requirements when an ITS communication standard does not have SEP content



What did we Learn Today?

- 1) To define requirements for overall operation to satisfy **USER NEEDS**
- 2) The concept of a **WELL FORMED** requirement
- 3) To define the system and interfaces as a **FUNCTIONAL** architecture
- 4) To use **DECOMPOSITION** of the architecture and requirements as necessary to properly define the system
- 5) To verify that requirements are **COMPLETE** and **CORRECT**
- 6) How requirements development **APPLIES** to ITS communication standards



Sources for More Information

Alexander, Ian and Ljerka Beus-Dukic. Discovering Requirements. Wiley, 2009

FHWA Systems Engineering Guidebook for Intelligent Transportation Systems Version 3.0

IEEE 1233-1998 IEEE Guide for Developing System Requirements Specifications

IEEE 830-1998 Recommended Practice for Software Requirements Specifications

INCOSE Systems Engineering Handbook v3.2

NTCIP Guide, TMDD Guide, IEEE 1512 Guide

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QUESTIONS?



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