

The logo for the Louisiana Department of Transportation & Development (DOTD) features the letters "DOTD" in a large, bold, red sans-serif font. Below the letters is a stylized graphic consisting of three horizontal, wavy lines in blue, black, and green, representing a landscape or waterway. Underneath the graphic, the text "LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT" is written in a smaller, black, sans-serif font, arranged in two lines.

November 21, 2024



Houma Regional Intelligent Transportation Systems Architecture

Prepared For:

**Louisiana Department of
Transportation and Development**

Prepared By:



With Partners:

**Intelligent Transportation Systems LLC &
Vectura Consulting Services, LLC**

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Acronyms

AI	artificial intelligence
ATC	advanced traffic controller
AID	automated incident detection
CAD	computer assisted drawing
CAV	connected and autonomous vehicles
CCTV	closed circuit television
CFR	Code of Federal Regulations
CTI	Connected Transportation Interoperability
DMS	dynamic message sign
DSRC	direct short-range communication
EOC	emergency operations center
EVP	emergency vehicle preemption
FHWA	Federal Highway Administration
HOV	high occupancy vehicle
HPD	Houma Police Department
HQ	headquarters
ISO	International Organization for Standardization
ITE	Institute of Transportation Engineers
ITS	intelligent transportation systems
LADOTD	Louisiana Department of Transportation and Development
LSP	Louisiana State Police
MAP	Motorist Assistance Patrol
MaaS	mobility-as-a-service
METR	Management of Electronic Traffic Regulations
MPO	Metropolitan Planning Organization
NB, SB, WB, EB	northbound, southbound, westbound, eastbound
NEMA	National Electrical Manufacturers Association



NIST	National Institute for Standards and Technology
NTCIP	National Transportation Communications for ITS Protocol
O&M	operations and maintenance
PTZ	pan-tilt-zoom
RAD-IT	Regional Architecture Development for Intelligent Transportation
RPC	Regional Planning Commission
RR	roles and responsibilities
RWIS	road weather information system
SCPDC	South Central Planning and Development Commission
SCRSC	South Central Regional Safety Coalition
SDO	standard development organization
TIM	traffic incident management
TMC	traffic management center
TPCD	Terrebonne Parish Communications District
TPCG	Terrebonne Parish Consolidated Government
VRU	Vulnerable Road Users



1 Background

This regional architecture report defines the existing and proposed regional Intelligent Transportation Systems (ITS) architecture for the Houma region of Louisiana. This geographic region includes Lafourche Parish and Terrebonne Parish. According to the Federal Highway Administration (FHWA), “the ITS technologies focus area aims to develop innovations to advance transportation safety, mobility, and environmental sustainability”. In addition, FHWA defines a regional ITS architecture as “a specific tailored framework for ensuring institutional agreement and technical integration for the implementation of ITS projects or groups of projects in a particular region.” ITS projects funded with highway trust funds shall meet certain requirements based on systems engineering analysis commensurate with the project scope. These requirements include having regional ITS architecture that is based on the national ITS architecture. This is not a mandate for all projects using federal funds but includes ITS projects using highway trust funds.

Title 23 of the Code of Federal Regulations Part 940 (CFR 940.9(a)) states the following:

“A regional ITS architecture shall be developed to guide the development of ITS projects and programs and be consistent with ITS strategies and projects contained in applicable transportation plans. The National ITS Architecture shall be used as a resource in the development of the regional ITS architecture. The regional ITS architecture shall be on a scale commensurate with the scope of ITS investment in the region. Provision should be made to include participation from the following agencies, as appropriate, in the development of the regional ITS architecture: Highway agencies; public safety agencies (e.g., police, fire, emergency/medical); transit operators; Federal lands agencies; State motor carrier agencies; and other operating agencies necessary to fully address regional ITS integration.”

Title 23, Part 940 (CFR 940.9(d)), also states the required elements of a regional ITS architecture which are needed to satisfy the requirements of paragraph (a) quoted above. These include:

- 1) A description of the region – Section 2.2
- 2) Identification of the participating agencies and other stakeholders – Section 4.0
- 3) An operational concept that identifies the roles and responsibilities of participating agencies and stakeholders in the operation and implementation of the systems included in the regional ITS architecture – Section 8.0
- 4) Any agreements (existing or new) required for operations, including at a minimum those affecting ITS project interoperability, utilization of ITS related standards, and the operation of the projects identified in the regional ITS architecture – Section 11.0
- 5) System functional requirements – Section 9.0



- 6) Interface requirements and information exchanges with planned and existing systems and subsystems (for example, subsystems and architecture flows as defined in the National ITS Architecture) – **Appendix B**
- 7) Identification of ITS standards supporting regional and national interoperability – Section 10.0
- 8) The sequence of projects required for implementation– Section 8.1

The development of a regional ITS architecture provides benefits to transportation planners and engineers. Some of these benefits include:

- 1) Developing standard terminology for various ITS elements and applications which can be used by a variety of stakeholders to clearly communicate and develop future needs.
- 2) Identifying the functions and relationships between the various ITS elements and stakeholders.
- 3) Developing a working document which can integrate new elements and connections as the region's needs develop. Building this document in a modular way allows new ideas to be integrated, while minimizing impacts to the existing architecture, thus allowing for modifications as regional issues change.
- 4) Encouraging an integrated and collaborative approach to ITS that spans multiple jurisdictions. This involves adopting a systematic approach to ITS and the use of a Systems Engineering process for deploying ITS solutions.
- 5) Advocating for the adoption of emerging “standards” within the USDOT National ITS Architecture program. These standards play a crucial role in enhancing interoperability and consistency across ITS implementations.

2 Architecture Scope

The Houma Regional ITS Architecture is a product of collaborative efforts among transportation agencies within the region. By pooling their expertise, these agencies have crafted a unified vision for transportation systems integration. This collaborative approach ensures that diverse systems—ranging from traffic management to public transit—are seamlessly interconnected. The goal is to enhance overall efficiency, reduce redundancy, and improve the traveler experience.

At its core, the architecture provides a comprehensive framework that transcends individual projects. Rather than viewing each transportation initiative in isolation, it encourages a holistic perspective. Every project becomes a piece of the larger puzzle, contributing to the overall transportation fabric. This interconnected view allows decision-makers to identify synergies, allocate resources effectively, and prioritize investments strategically.



The Houma Regional ITS Architecture extends beyond immediate needs. It considers the long-term horizon, envisioning how transportation systems will evolve over time. By doing so, it facilitates informed planning and investment decisions. Whether it's adapting to emerging technologies, accommodating population growth, or addressing environmental concerns, the architecture serves as a compass for sustainable development.

2.1 Temporal Scope

The time frame for components of this Architecture includes projections within the next five years.

2.2 Geographic Scope

The Houma Regional ITS Architecture encompasses the following parishes:

1. Terrebonne Parish
2. Lafourche Parish

The Houma-Thibodaux Metropolitan Planning Organization (HTMPO), comprised of members from the South Central Planning and Development Commission (SCPDC), supports planning for this Houma area. The SCPDC is responsible for conducting a comprehensive assessment of transportation planning across the entire urbanized zone, shown in **Figure 1**. This two-parish region falls under the jurisdiction of Louisiana Department of Transportation and Development (LADOTD) District 02. **Figure 2** depicts this geographic region of LADOTD District 02.

2.3 Service Scope

The Regional Intelligent Transportation Systems (ITS) Architecture serves as a roadmap for integrating transportation systems within a defined geographic area. Developed collaboratively by regional transportation agencies, the architecture encompasses all modes of transportation and all roads in the region. It outlines how each agency's systems will work together in the future, facilitating information sharing and coordination.

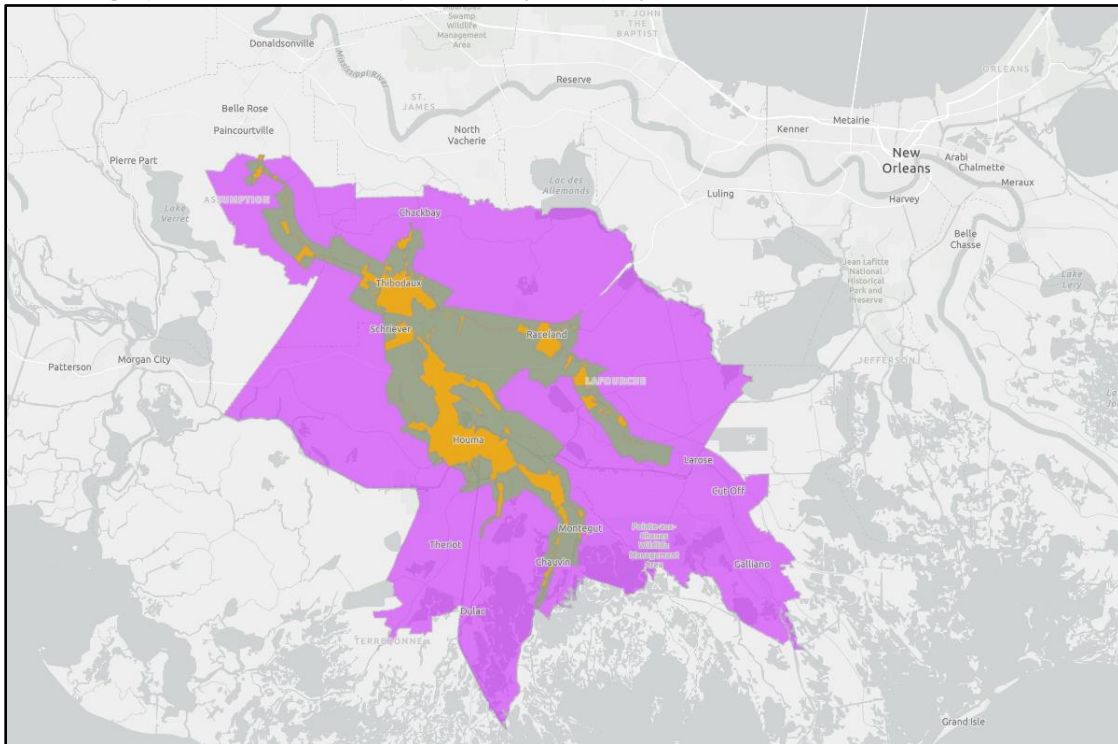
From a planning perspective, the regional ITS architecture supports the region's objectives and caters to the specific needs of transportation planning agencies. It provides insights into data collection, archiving, and processing methods that support transportation planning and performance monitoring. Section 5 of this report documents a range of existing and planned ITS services.

2.4 Records and Updates

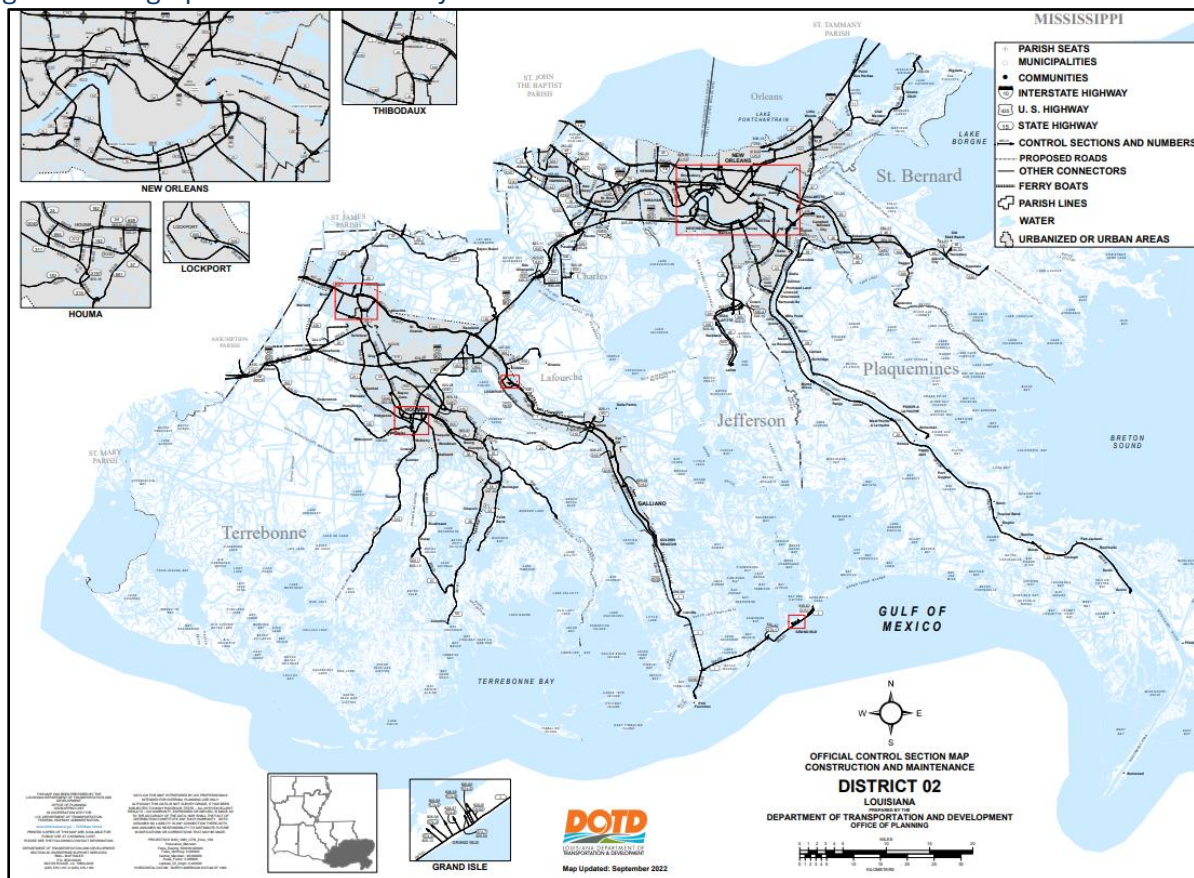
LADOTD, through coordination with local stakeholders, will maintain the Houma Regional ITS architecture, through required updates to the RAD-IT architecture files as well as the summary report.



Figure 1: Geographic Area Covered by HTMPO (in Purple)¹



¹ A high resolution, interactive HTMPO boundary map is located on their website at: <https://scpdcd.maps.arcgis.com/apps/mapviewer/index.html?webmap=38cf37493e094106858acf10c05868a1>.

Figure 2: Geographic Area Covered by LADOTD District 02²

3 Relationship to Regional Planning

The Houma Regional ITS Architecture is the framework that links operational and maintenance goals to strategic initiatives. Integrated enhancements within the transportation system are carried out through a gradual sequence of ITS projects. The architecture specifically outlines the requirements related to performance monitoring, which in turn facilitates an informed planning process. Within this section, the planning objectives, strategies, and performance metrics associated with the regional ITS architecture plan are identified. These planning elements are intricately tied to the ITS services cataloged in the RAD-IT database. The transportation goals of the architecture are summarized in **Table 1**.

² A high resolution LADOTD District 02 map is located on LADOTD's website at: http://www.sp.dotd.la.gov/Inside_LaDOTD/Divisions/Multimodal/Data_Collection/Mapping/District%20Maps/District_02.pdf.

Table 1: Transportation Goals

Name	Description	Performance Measure
Safety	Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.	Crashes/MVM Fatalities per year
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair	Condition Index
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System	Travel Time
System Reliability	To improve the efficiency of the surface transportation system	Road closures
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.	Benefit-Cost Ratio
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment.	Decibel (dB) VOC, CO, NOx
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices	Project performance measures

4 ITS Stakeholders

Developing effective Intelligent Transportation Systems (ITS) architecture requires collaboration among multiple stakeholders and their respective transportation systems. This section specifically outlines the participants who contributed to the current version of the Houma Regional ITS Architecture. Some stakeholders have been grouped together due to their shared involvement in transportation services and elements. Additionally, **Table 2** provides concise descriptions of each stakeholder associated with the Houma Regional Architecture. Section 6.0 delves into the ITS system inventory and explains how these stakeholders are interconnected with specific elements within it.

Table 2: Houma ITS Architecture Stakeholders

Stakeholder Name	Stakeholder Description
Acadian Ambulance	Acadian Ambulance provides emergency medical care and transportation. They have ground and air ambulance facilities strategically located in Louisiana and medics supporting offshore facilities across the Gulf, and monitoring services.
City of Thibodaux	The City of Thibodaux is the primary government agency responsible for emergency response and management, transportation system management, traffic management, incident management and other activities within its jurisdiction.



Stakeholder Name	Stakeholder Description
Electric Charging Station Providers	These are the privately owned facilities that provide electrical charging as part of the federal program that granted funds for the installation and maintenance of the electrical charging stations.
GOHSEP	The Governor's Office of Homeland Security and Emergency Preparedness leads, coordinates, and supports the emergency management system, in order to protect lives and prevent the loss of property from all hazards. GOHSEP is responsible for planning and managing emergency response to major disasters on a statewide basis.
Greater Lafourche Port Commission	The Greater Lafourche Port Commission, a political subdivision of the state of Louisiana, facilitates the economic growth of the communities in which it operates by maximizing the flow of trade and commerce. We do this to grow our economy and preserve our environment and heritage. The Port Commission exercises jurisdiction over the Tenth Ward of Lafourche Parish, south of the Intracoastal Waterway, including Port Fourchon and the South Lafourche Leonard Miller, Jr. Airport.
Houma Terrebonne Airport	Houma-Terrebonne Airport / Industrial Park provides both rotary (helicopter) and fixed wing transportation services. The facility serves for evacuations and evacuation staging, and emergency air lift. The airport facility also accommodates unmanned aerial vehicle flights.
L.E. Fletcher Technical College	Fletcher Technical Community College provides shelter during emergencies.
LADOTD	Louisiana Department of Transportation and Development (LADOTD) is an arm of the Louisiana government responsible for state-wide transportation. LADOTD's responsibilities include statewide transportation system operations. This stakeholder group includes all DOTD units (ITS, Office of Planning Programming, Highway Safety, Weights and Standards, Traffic Services, and Traffic Engineering) involved in transportation planning, operations, and maintenance. Some of the typical responsibilities include incident detection and response, evacuation planning and management, transportation data collection, management, and distribution for the local region and the entire state.
Lady of the Sea General Hospital	Lady of the Sea General Hospital is a health care system that provides medical services to the South Lafourche Parish during incidents or emergencies.
Lafourche Parish Communications District	Lafourche Parish Communications District is the parish emergency response operations including City fire, police, 911, and any other emergency response operators. This element is responsible for the emergency response operations and management within the parish jurisdiction. In addition, this element includes the components of the Office of Emergency Preparedness, which leads, coordinates, and supports the emergency management system in order to protect lives and prevent the loss of property from all hazards. The parish OEP coordinates directly with the GOHSEP for planning and managing emergency response to major disasters on a state-wide basis.
Lafourche Parish Government	This element is responsible for the administration of Lafourche Parish. Its responsibilities include emergency preparedness, solid waste management and coastal zone management. Hazardous conditions exist throughout the parish and this element is responsible for emergency preparedness ranging



Stakeholder Name	Stakeholder Description
	from natural hazards such as hurricanes and flooding to hazardous materials from chemical spills. This element has the authority and responsibility for direction and control of resources of Lafourche Parish towards emergency preparedness and response.
Lafourche Parish School Board	The Lafourche Parish School Board is the overall management and oversight agency of the local schools. Schools may be used as shelter during emergencies.
Leonard J Chabert Medical Center	LJCMC provides medical services for emergencies and incidents and currently has wireless communication assets for emergency communication.
Local Fire Department	Local Fire Departments respond to fires, vehicle crashes, hazardous materials calls, medical emergencies, and various rescue calls.
Local Public Safety Agencies	This stakeholder group includes all regional agencies that are involved in emergency, fire, police and other public safety or emergency response activities. These include Houma Police Department, Terrebonne Parish Sheriff, Lafourche Parish Sheriff, Thibodaux Police Department, and other Fire Departments and Fire Districts in both Terrebonne and Lafourche Parishes.
Louisiana State Police (Troop C)	Louisiana State Police agency is responsible for operating Louisiana State Police Centers. This includes Computer Aided Dispatch database, which collects incident/emergency detection, dispatch, response, and status information related to the Louisiana State Police officers/equipment. They provide traffic control during emergency evacuation.
Media	This stakeholder group includes local television and radio broadcast channels or stations and the print media that are responsible for disseminating transportation information like traffic conditions, incidents and roadway weather conditions.
Nicholls State University	Nicholls State University is a public university located in Thibodaux, Louisiana, and supports emergency management by providing shelter as needed.
Ochsner St. Anne Hospital	Ochsner St. Anne Hospital offers essential health care services to Lafourche and the surrounding parishes and supports incident and emergency management
Public	Members of the general public who own and operate various electronic devices or systems which enables them to access ITS information including PDAs, cell phones, and personal computers.
South Central Planning and Development Commission, MPO	The South Central Planning and Development Commission serves many different constituencies made especially for and by local governments in the South Central Region. It performs a wide variety of services including long-range planning, state and federal liaison. The Houma-Thibodaux Metropolitan Planning Organization is responsible for comprehensive transportation planning in the Houma-Thibodaux region. Members of this MPO include local government officials and representatives from LADOTD.
Terrebonne General Medical Center	TGMC is a public, non-profit health care system that provides medical services during incidents or emergencies.
Terrebonne Parish Communications District	TPCD is the parish emergency response operations including City fire, police, 911, and any other emergency response operators. This element is responsible for the emergency response operations and management within the parish



Stakeholder Name	Stakeholder Description
	jurisdiction. In addition, this element includes the components of the Office of Emergency Preparedness, which leads, coordinates, and supports the emergency management system in order to protect lives and prevent the loss of property from all hazards. The parish OEP coordinates directly with the GOHSEP for planning and managing emergency response to major disasters on a state-wide basis.
Terrebonne Parish Consolidated Government	Terrebonne Parish Consolidated Government is the primary regional government agency that is responsible for all local government activities for Houma which includes administration, assessor, city court, clerk of court, coastal restoration, DA, finance, homeland security and emergency preparedness, fire department, police, housing and human services, HR, library, parks and recreation, port, public safety, public works, risk management, taxes, utilities, and water works.
Terrebonne Parish School Board	The Terrebonne Parish School Board is the overall management and oversight agency of the local schools. Schools may be used as shelter during emergencies.
Thibodaux Regional Medical Center	Thibodaux Regional Medical Center provides medical services for emergencies and incidents.

5 ITS System Inventory

The Houma Regional ITS Architecture update is built upon an inventory of existing and proposed Intelligent Transportation Systems (ITS). Stakeholders from throughout the Houma region contributed to the development of this ITS inventory. It includes a comprehensive list of ITS elements, along with the associated stakeholders responsible for operating these systems.

Table 3 outlines the physical ITS objects specific to the region. These transportation elements can be categorized as centers, vehicles, travelers, or field equipment. To simplify the ITS architecture, similar transportation elements have been grouped together. Additionally, each ITS inventory element is linked to at least one entity within the National ITS Architecture.

5.1 Existing Regional ITS Systems and Operations

The region already has Intelligent Transportation System (ITS) architecture implemented. At the state level, ITS communications are managed from the Houma & New Orleans TMC daily and Statewide TMC, as needed. Within the regional architecture coverage area, the existing ITS elements have been compiled and described in **Table 3**. Specific details of the deployed and desired field equipment can be found in **Section 5.2**.

To enhance traveler notifications, the 511 Traveler Information System, social media, and dynamic message signs are utilized. These tools empower drivers to make informed decisions by selecting alternate routes and avoiding incident-prone areas. Travelers receive information about construction activity, lane closures, incidents, and Amber alerts.

CCTV cameras serve as essential ITS infrastructure for monitoring road networks, detecting congestion, and identifying incidents. Operators at Traffic Management Centers can verify incidents



using CCTV footage, including details such as lane blockages, the number of vehicles involved, and traffic congestion. This critical information can then be communicated to first responders and shared with the public.

Table 3: ITS Elements

Element Name	Element Description	Stakeholder	Element Status
Acadian Ambulance Dispatch	Private emergency medical service provider (i.e., ambulance service) for the Houma-Thibodaux area.	Acadian Ambulance	Existing
Airport	Houma-Terrebonne Airport / Industrial Park provides both rotary (helicopter) and fixed wing transportation services. The facility serves for evacuations and emergency and evacuation staging, as well as emergency air lift. Also, the airport facility accommodates unmanned aerial vehicle flights.	Houma Terrebonne Airport	Existing
DOTD Houma TMC	This element represents the traffic operations center within the area that is responsible for local traffic management activities. The typical activities include traffic monitoring, traffic data collection, operation of ITS elements (CCTV, DMS, etc.), detection and verification of incidents, traffic signal monitoring, and other traffic management related activities. This also includes communicating with other agencies, districts, TMCs, and DOTD departments such as maintenance for roadway maintenance activities.	LADOTD	Existing
DOTD ITS Field Equipment	This element includes the equipment distributed on and along the roadway that monitors and controls traffic and monitors and manages the roadway itself. Equipment includes traffic signals, traffic detectors, environment sensors, highway advisory radios, dynamic message signs, closed circuit television (CCTV) cameras and video image processing systems, and grade crossing warning systems.	LADOTD	Existing
DOTD ITS Section	This element represents the ITS section under the LADOTD Central Office. The ITS section is responsible for state-wide operations center located in DOTD headquarters. Also, the ITS section is responsible for management information system for transportation, state-wide ITS elements operations, and maintenance. The ITS section is also responsible for maintenance of all ITS equipment in the state.	LADOTD	Existing
DOTD New Orleans TMC	The Regional Transportation Management Center (RTMC) is a facility that houses both the DOTD D02 Traffic ITS/TMC Operations and the NORPC, which allows the co-located agencies to fully plan and operate the ITS. This element represents the traffic/transportation operations center that is responsible for traffic management activities throughout the New Orleans area. The typical activities include traffic monitoring, traffic data collection, operation of ITS elements (CCTV, DMS, etc.), detection and verification of incidents, traffic signal monitoring, and other traffic management related activities. This also includes communicating with other agencies, districts, TMCs, and DOTD departments such as maintenance for roadway maintenance activities.	LADOTD	Existing
DOTD Social Media	This element includes Facebook and X (formerly Twitter) used to disseminate transportation related information.	LADOTD	Existing
DOTD Sub District 02 Traffic Operations	This element represents traffic operations or traffic engineering within the district office that is responsible for traffic management activities within the district jurisdiction. The typical activities include traffic monitoring, traffic data collection, operation of traffic signals, and other traffic management related activities. This also includes communicating with Traffic Management Center (TMC) and other departments like maintenance for roadway maintenance activities.	LADOTD	Existing



DOTD Sub District 02 Traffic Signal System	This element represents traffic signals operated and maintained by the District.	LADOTD	Existing
E911/Office of Emergency Preparedness	This element represents the parish emergency response operations including City fire, police, 911, and any other emergency response operators. This element is responsible for the emergency response operations and management within the parish jurisdiction. Also, this element includes the components of the Office of Emergency Preparedness which leads, coordinates, and supports the emergency management system in order to protect lives and prevent the loss of property from all hazards. The parish OEP coordinates directly with the GOHSEP for planning and managing emergency response to major disasters on a state-wide basis.	Terrebonne Parish Communications District	Existing
Electric Vehicle Charging Stations	This element represents the electric vehicle charging stations to be deployed under the National Electric Vehicle Infrastructure (NEVI) Funding Program. To disburse these funds, LADOTD is developing a competitive grant program that allows for a phased approach to the buildout of electric vehicle supply equipment (EVSE) over five years that meets federal requirements of DC Fast Chargers within one mile of designated corridors.	Electric Charging Station Providers	Planned
Emergency Vehicle	This element represents emergency vehicles used in emergency response such as fire, law enforcement and EMS vehicles.	Parish Government	Existing
Good Earth Transit	This element represents the local transit authority that provides both fixed routes and paratransit services also known as Good Earth Transit.	Terrebonne Parish Consolidated Government	Existing
Good Earth Transit Vehicle OBE	This element represents the on-board equipment for transit vehicles that facilitates communication with roadway infrastructure.	Terrebonne Parish Consolidated Government	Existing
Houma Network Communication	This is the common ITS network for the Houma region. This element allows for the centralization of services possible during normal daily business and during an emergency including but not limited to ISP, VOIP, video conference, etc. Hardware may include servers, PRI(s), ISP modem(s), backup systems, etc.	Terrebonne Parish Consolidated Government	Existing
Houma/Thibodaux Fire Department	Local fire department providing both emergency rescue and firefighting.	Parish Government	Existing
Houma/Thibodaux Police Department	This element represents the police dispatch centers located in both City of Houma and City of Thibodaux.	Parish Government	Existing
L.E. Fletcher Technical College	This element represents the local technical college. Traffic and emergency conditions can be provided to the student body.	L.E. Fletcher Technical College	Existing
LADOTD	Louisiana Department of Transportation and Development (LADOTD) is an arm of the Louisiana government responsible for state-wide transportation. LADOTD's responsibilities include statewide transportation system operations. This stakeholder group includes all DOTD units (ITS, Office of Planning Programming, Highway Safety, Weights and Standards, Traffic Services, and Traffic Engineering) involved in transportation planning, operations, and maintenance. Some of the typical responsibilities include incident detection and response, evacuation planning and management, transportation data collection, management, and distribution for the local region and the entire state.	LADOTD	Existing
Lafourche Parish Government	This element is responsible for the administration of Lafourche Parish. Its responsibilities include emergency preparedness, solid waste management and coastal zone management. Hazardous conditions exist throughout the parish and this element is responsible for emergency preparedness ranging from natural hazards such as hurricanes and flooding to hazardous materials from chemical spills. This element has the authority and	Lafourche Parish Government	Existing



	responsibility for direction and control of resources of Lafourche Parish towards emergency preparedness and response.		
Lafourche Parish/Terrebonne Parish Communications District	Lafourche Parish/Terrebonne Parish Communications District provides emergency communications and responds to 911 calls to protect the public.	Parish Government	Existing
Lafourche Parish/Terrebonne Parish School Board Central Office	School board central office is the overall management and oversight agency of the local schools. The central office can accommodate emergency evacuation of schools and people.	Terrebonne Parish School Board	Existing
Lafourche Parish/Terrebonne Parish Sheriff Office	This element represents the Lafourche Parish and Terrebonne Parish Sheriff's Office's dispatch center.	Local Public Safety Agencies	Existing
Leonard Chabert Hospital	This element represents the local area hospital.	Leonard J Chabert Medical Center	Existing
Local Fire Department	Local fire department providing both emergency rescue and firefighting such as Bayou Cane Fire Department, Coteau Volunteer Fire Department, Thibodaux Fire Department, and Schriever Volunteer Fire Department.	Local Fire Department	Existing
Local Print and Broadcast Media	This includes local newspapers, radio and television stations that broadcast transportation information.	Media	Existing
Louisiana 511/Website	This element provides traveler information service from LADOTD in conjunction with private partner.	LADOTD	Existing
LSP Troop C	This element represents the Louisiana State police department. The Houma-Thibodaux area is covered by Troop C.	Louisiana State Police (Troop C)	Existing
Other Emergency Management	This element includes regional agencies and volunteer groups that are involved in emergency, fire, and other public safety or emergency response activities.	Local Public Safety Agencies	Existing
Other Public Safety Agencies	This element includes agencies such as local police, fire or EMS offices and vehicles throughout the region that may assist with public safety in times of emergencies.	Local Public Safety Agencies	Existing
Parish ESInet	ESInet (Emergency Service Internet) is a managed and highly encrypted IP network that is used for emergency services communications (voice, video & data), and which can be shared by all public safety agencies cross jurisdictional boundaries. An ESInet is a top tier band of the internet built specifically for public safety and governmental use. It provides the IP (internet protocol) transport infrastructure upon which independent application platforms and core services can be deployed. ESInets may be constructed from a mix of dedicated and shared governmental and emergency services. ESInets may be interconnected at local, regional, state, federal, national and international levels to form an IP-based inter-network (network of networks).	Parish Government	Planned
Personal Devices	This element represents primarily PDAs, pagers, smartphones etc.	Public	Existing
Port Fourchon	Port Fourchon is a multi-use coastal port that functions primarily as a land base for multiple offshore oil & gas support service companies	Greater Lafourche Port Commission	Existing
SCPDC	The South Central Planning and Development Commission serves many different constituencies in the South Central Region. Their services include long range planning, state and federal liaison among other things. It also houses the Houma-Thibodaux Metropolitan Planning Organization (MPO) which is responsible	South Central Planning and Development Commission, MPO	Existing



	for comprehensive transportation planning in the Houma-Thibodaux region.		
Terrebonne General Hospital	This element represents the local area hospital.	Terrebonne General Medical Center	Existing
Terrebonne Parish Consolidated Government	This element is responsible for the administration of Terrebonne Parish. Its responsibilities include emergency preparedness, solid waste management and coastal zone management. Hazardous conditions exist throughout the parish and this element is responsible for emergency preparedness ranging from natural hazards such as hurricanes and flooding to hazardous materials from chemical spills. This element has the authority and responsibility for direction and control of resources of Lafourche Parish towards emergency preparedness and response.	Terrebonne Parish Consolidated Government	Existing
Terrebonne Parish Library (Main Branch)	The main branch library serves as an emergency evacuation shelter during a declared state of emergency. The library facilities provide both hard copy books and internet access for local residents.	Terrebonne Parish Consolidated Government	Existing
TPCG Consolidated Water Works	This element represents the water works office that operates and maintains the water distribution system in the area.	Terrebonne Parish Consolidated Government	Existing
TPCG Government Tower	This element represents the central office for the parish president and his administration. The tower facility is the central location for emergency operations management.	Terrebonne Parish Consolidated Government	Existing
TPCG IT Office	The IT office is the central location for communications and networking for TPCG parish. The IT office operates and maintains the TPCG communication network as well as the joint agency ITS network established through DOTD and FHWA.	Terrebonne Parish Consolidated Government	Existing
TPCG Pollution Control	This element represents the parish's pollution monitoring and response facility.	Terrebonne Parish Consolidated Government	Existing
TPCG Public Works Division	This element represents the public works division of the parish government.	Terrebonne Parish Consolidated Government	Existing
TPCG Utilities Division	The Utilities Department is comprised of Administration, Electric Generation, Electric Distribution, Gas Distribution, and Solid Waste divisions. The utilities department also monitors surveillance cameras at its facilities.	Terrebonne Parish Consolidated Government	Existing

5.2 Transportation Needs

The transportation needs discussed in this section were gathered from surveys and meetings with state and local stakeholders. These needs address challenges such as flooding, incident management, congestion mitigation, traveler information, and emergency evacuation. Stakeholders are focused on building out the ITS system both with field devices (CCTV cameras, DMS, pedestrian warning systems, EV charging stations) and system improvements (fiber communications, data collection). While some devices are already deployed in the Houma area and monitored from the Houma (Weekday daytime), New Orleans (24/7), and Statewide (as-needed) Traffic Management Centers (TMC), additional coverage is desired for improved monitoring as detailed in this section. Detailed discussions on these needs can be found in **Appendix D** from the meeting minutes with state and local stakeholders.



5.2.1 Incident Management

LADOTD TMC has identified incident hotspots along critical corridors including US 90, LA 24, LA 57, LA 661, LA 3040, and LA 660. These locations, included in **Appendix D**, are emphasized to impact critical traffic flow of emergency responders. Additionally, the previous architecture update indicated some additional needs for incident management which are still required.

Houma is divided by the Intracoastal Waterway and has few, limited crossings. One of these is a tunnel which has incidents which significantly impact downtown traffic. Stakeholders desire more robust traveler information systems which can alert trucks, buses, and other travelers of when and how to detour. Currently, static signs are in place, but do not appear to be as effective as intended. Additionally, LSP Troop C has proposed additional CCTV coverage in this critical area, but communications in this location are lacking.

Other critical routes are also impacted by the need to cross water ways. Especially in the area near the Civic Center on LA 311 and LA 182. The pontoon style bridge in this area is infamous for the extended times needed for marine traffic to pass. This significant delay directly reflects the impacted vehicles on the road. Additional traveler information systems which could notify drivers of bridge operations could help alleviate these delays, especially during critical times associated with events at the adjacent Civic Center.

Finally, further north along LA 311 near US 90, existing incidents are expected to increase with an increase in traffic. L.E. Fletcher Technical College has a planned expansion which is expected to increase the number of drivers in the area.

5.2.2 Emergency Management

Hurricane activities are a major concern for Louisiana and especially the Houma region. This region includes the major evacuation routes of US 90, LA 311, LA 182, LA 24, and LA 56. Preceding hurricane activity, residents evacuate from coastal areas to safer locations, either along or further from the coast and even to neighboring states.

Flooding is another major concern with the Houma region. To mitigate flooding impacts, a pump station is located on Dunn St at the Houma Intracoastal Waterway Tunnel, which is monitored by LADOTD through a Zetron system.

5.2.3 CCTV Cameras

Gaps have been identified within the existing CCTV camera coverage area by stakeholders. This existing coverage is listed in **Appendix E**. The TMC provided locations where additional CCTV cameras would provide benefit. **Table 4** lists the proposed locations for supplemental or improved CCTV coverage. Intersections indicated with an asterisk (*) are priority choices based on TMC operator recommendations. These priorities are based on the critical traffic flow of emergency responders and commercial traffic.

Table 4: Proposed CCTV Camera Locations

Corridor	Location
US 90	LA 311 (Exit 200)*
US 90	LA 316 (Exit 204)



Corridor	Location
US 90	LA 20 (Exit 194)
US 90	LA 20 (Exit 189)
LA 24	LA 648*
LA 24	LA 3185
LA 24	LA 20
LA 24	LA 311
LA 24	LA 316
LA 24	Braves Bridge*
LA 24	LA 660
LA 24	LA 24 East at Edward Street*
LA 24	Westside Boulevard*
LA 24	LA 664
LA 24	LA 182 (Barrow Street)
LA 24	LA 661
LA 24	LA 56
LA 24	LA 55
LA 57	Industrial Boulevard
LA 57	Prospect Boulevard*
LA 661	LA 315*
LA 3040	Beatrice Street*
LA 3040	Lee Avenue*
LA 3040	LA 312
LA 3040	Corporate Drive
LA 3040	Corporate Drive
LA 3040	Westside Boulevard*
LA 660	LA 3087
LA 660	LA 182*
LA 182	LA 311
LA 182	LA 316
LA 182	LA 3087
LA 182	Savanne Road
LA 311	LA 664
LA 311	Equity Boulevard
LA 311	Savanne Road

5.2.4 Dynamic Message Signs

Location of existing DMS are included in **Appendix E**. The TMC has additionally identified locations where supplemental DMS would have a benefit on emergency activities. These locations are identified in **Table 5**. The focus of DMS locations would be to support emergency and evacuation operations as well as necessary detours. It should also be noted that guidance from FHWA and



DOTD ITS indicates moving away from the deployment of DMS in the coming years. Although the full list of proposed locations is included, current perception is that only a few DMS may be installed at critical locations.

Table 5: Proposed DMS Locations

Corridor	Location
LA 3087	Northbound at LA 316
LA 182	Eastbound at LA 316
LA 24	Westbound at LA 660
LA 311	Northbound at Savanne Road

5.2.5 Communications

There are significant fiber optic communications, used by multiple agencies through a shared use agreement, included in **Appendix C**. This fiber is located along various major corridors in the region to support field devices, including:

- LA 24
- LA 3040
- LA 182
- LA 311
- LA 57

It also delineates network connectivity to and between several state and local government agencies, including:

- Acadian Ambulance
- Bayou Cane Volunteer Fire Protection District
- Leonard J. Chabert Medical Center
- L.E. Fletcher Technical Community College
- Terrebonne Parish School Board
- Louisiana Department of Transportation and Development
- Houma Terrebonne Airport
- Louisiana State Police Troop C
- Terrebonne Parish Communication District
- Terrebonne Parish Consolidated Government
- Terrebonne General Medical Center
- Consolidated Waterworks District 1

5.2.6 Vehicle Detection

SCPDC seeks comprehensive vehicle detection data (including volume, speed, and classification) for major arterials and intersections. This data serves as a baseline for performance measurement, trend analysis, and other planning studies, as well as supports real-time decision making for emergency operations. SCPDC aims to use this information to develop compelling and defensible programs, measure outcomes and benefits, and justify funding.



5.2.7 Houma Transportation Management Center (TMC)

An expansion of the current TMC has been discussed and is desired to be a partnership with all relevant stakeholders. Currently, the Houma TMC is not a 7-day, 24-hour operation, with off duty monitoring being handled through the New Orleans TMC. In addition to full time local monitoring, the Houma TMC could be built out for more thorough coordination between multiple agencies allowing for a seamless relay of communication and incidents as they arise. This would be especially beneficial in times of emergency operations, such as hurricane and flooding events.

5.2.8 ITS Notifications

The 511 app disseminates ITS notifications, and the device locations are displayed through the 511 webpage. This webpage is accessible through the LADOTD website, located at: <https://www.511la.org>. This comprehensive ITS architecture encompasses CCTV cameras, DMS, and provides information on weather incidences, closures, ferries, movable bridges, and rest areas.

5.2.9 Relocation of Existing ITS Devices

Infrastructure projects related to roadways can impact the placement of existing ITS architecture, leading to their relocation. Additionally, when roadways are widened, there are chances to introduce new ITS architecture or establish fiber conduits for future device connectivity.

5.2.10 Connected and Autonomous Vehicles (CAVs)

The Federal Highway Administration (FHWA) plays a pivotal role in national research related to roadway infrastructure. As part of this effort, they are actively developing policies and transportation planning tools specifically focused on Connected and Autonomous Vehicles (CAVs). These policies and tools include:

1. **Simulation Software for Cooperative Driving Automation (CDA):** FHWA's research includes the development of simulation software designed to facilitate cooperative driving automation. This technology aims to enhance safety and efficiency by enabling vehicles to communicate and collaborate on the road.
2. **Human Factors Studies and Platooning:** FHWA is conducting human factors studies related to platooning—a technique where multiple vehicles travel closely together to improve traffic flow and reduce congestion. Understanding how humans interact with these platooning systems is crucial for successful implementation.
3. **Fuel Consumption and Emissions Reduction:** FHWA is actively exploring ways to reduce fuel consumption and emissions. By leveraging advancements in CAV technology, they aim to create more sustainable transportation solutions.
4. **Connected Vehicle Reference Implementation Architecture (CVRIA):** The U.S. Department of Transportation (USDOT) has deployed the CVRIA software as a comprehensive reference for connected vehicle architecture. This software provides guidelines and standards for integrating CAVs into the transportation ecosystem.
5. **National ITS Architecture (ARC-IT):** In addition to CVRIA, FHWA relies on the National ITS Architecture (ARC-IT) as a foundational framework. ARC-IT defines the essential components and interfaces needed for intelligent transportation systems (ITS) deployment.



6. **Systems Engineering Tool for Intelligent Transportation (SET-IT):** SET-IT is another valuable software tool used by FHWA. It assists transportation agencies and consultants in designing and implementing effective ITS solutions.
7. **Regional Architecture Development for Intelligent Transportation (RAD-IT):** FHWA also utilizes RAD-IT software for regional planning. It helps stakeholders create customized ITS architectures that align with local needs and priorities.

Overall, these tools serve as essential resources for transportation agencies, consultants, and stakeholders as they navigate the evolving landscape of connected and autonomous vehicles.

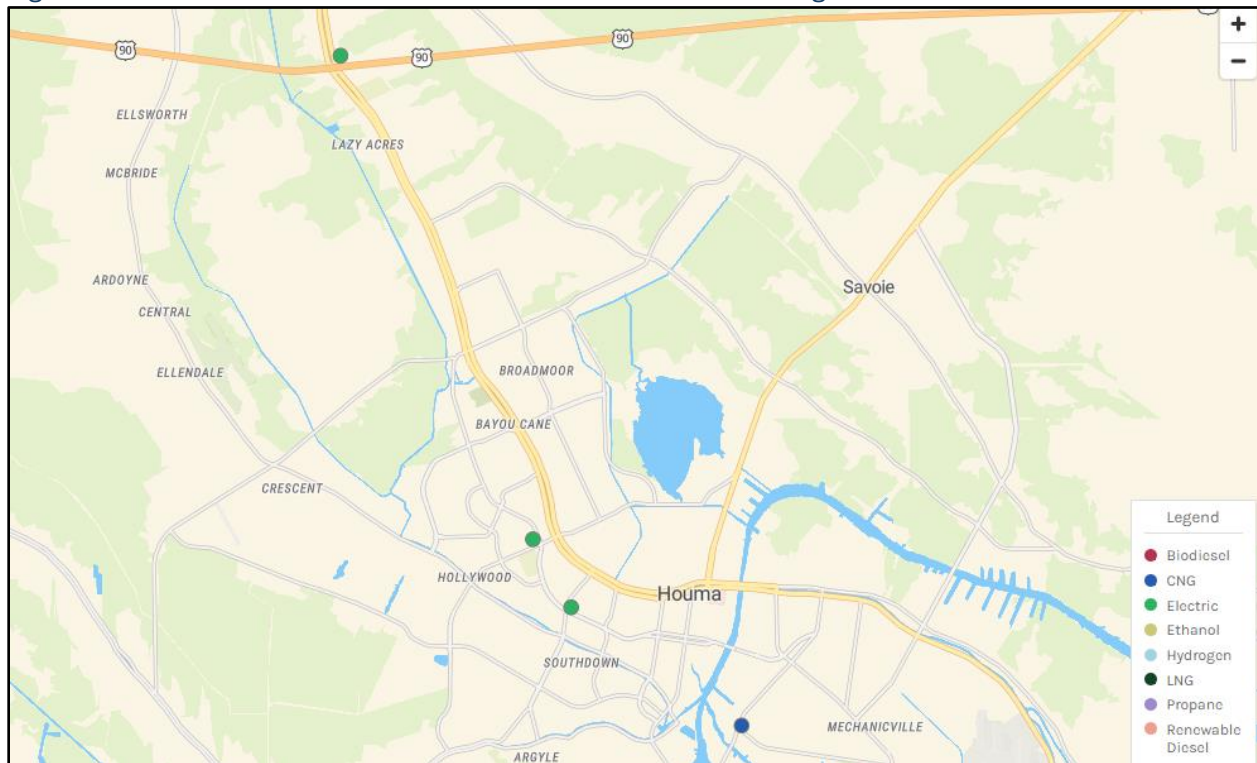
5.2.11 EV Charging & Alternative Fuel Stations

Louisiana is actively working on implementing Electric Vehicle (EV) charging stations across the state, primarily through the National Electric Vehicle Infrastructure (NEVI) Funding Program. The state will receive approximately \$73 million for EV infrastructure through the Infrastructure Investment and Jobs Act (IIJA), with LADOTD responsible for administering these funds and deploying the necessary infrastructure. The deployment plan involves a competitive grant program to distribute funds, focusing on a phased approach over five years. This includes installing DC Fast Chargers within one mile of designated corridors to meet federal requirements.

Public engagement and stakeholder involvement are key components of Louisiana's strategy. LA DOTD is actively engaging with the public and various stakeholders, including utility companies and local communities, to ensure successful implementation. They have created a public survey and encourage feedback through their website. The state's goals include enhancing EV infrastructure to support increased EV adoption, improving accessibility, and ensuring the infrastructure meets federal standards. The plan outlines specific goals for each year over the next five years, focusing on expanding the network and upgrading existing infrastructure. Round 1 locations have been identified and do not include the Houma region; however, future rounds are expected to include corridors within this region.

Alternative fuel stations have been installed within the region through other measures. EV charging stations and Compressed Natural Gas (CNG) stations are present in the Houma region. These locations, shown in **Figure 2**, are provided by the U.S. Department of Energy and indicate three Electric and one CNG station in the region.



Figure 3: Alternative Fuel Station Locations within the Houma Region³

5.2.12 Smart Crosswalks and Pedestrian Warning Systems

Traditional crosswalks often fail to provide adequate protection for pedestrians, especially in high-traffic areas and during peak hours. Smart crosswalks that detect pedestrian presence and alert drivers in real-time can significantly reduce the risk of accidents. Additionally, these systems can help manage traffic flow more efficiently by coordinating with traffic signals and providing real-time data to traffic management systems, thereby reducing congestion. Ensuring accessibility for all, including those with disabilities, is crucial, and smart crosswalks equipped with auditory signals and tactile paving can greatly enhance accessibility for visually impaired pedestrians. Pedestrian warning systems can also increase community awareness about pedestrian safety, and integrating these systems with public awareness campaigns can educate both drivers and pedestrians about safe crossing practices. Finally, the integration of smart crosswalks with existing infrastructure, such as traffic lights and public transportation systems, can create a more cohesive and efficient urban environment, leading to better resource allocation and improved urban planning.

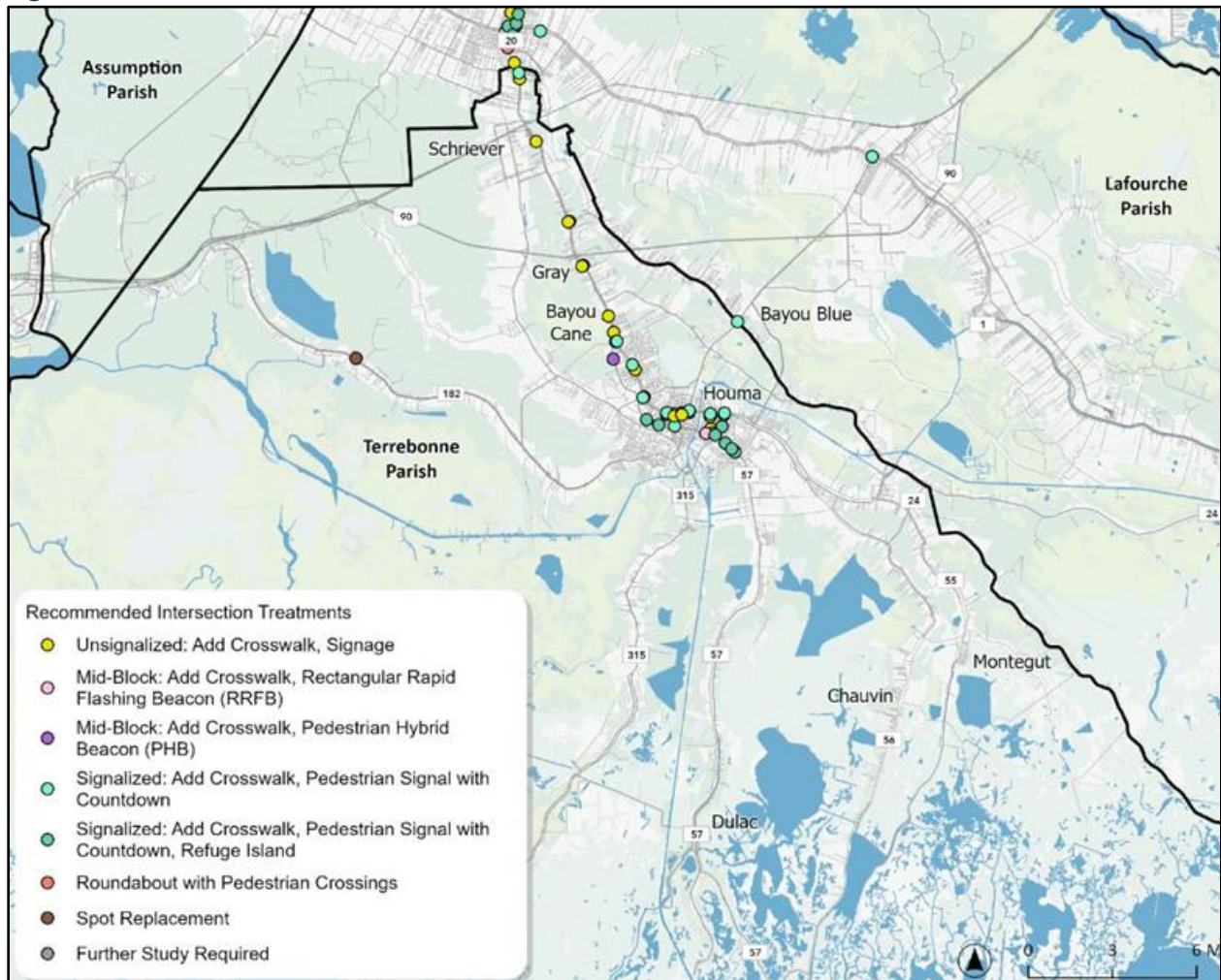
The SCPDC has identified needs for improved accommodations for vulnerable road users (VRU) including bicyclists and pedestrians in the *SCPDC Bicycle & Pedestrian Safety Plan*⁴, published in July 2024. The needs identified in the safety plan recommend intersection treatments which can fall under the purview of ITS including: Rectangular Rapid Flashing Beacons (RRFB), Pedestrian Hybrid

³ Interactive map of alternative fuel station locations can be found at: <https://afdc.energy.gov/stations#/find/nearest>.

⁴ The full bicycle & pedestrian safety plan can be found on the Houma Thibodeaux MPO website at [5d-SCPDC-Revised-Draft-Final-Plan-2024-07-01v2.pdf](https://www.houma-thibodeaux-mpo.org/5d-SCPDC-Revised-Draft-Final-Plan-2024-07-01v2.pdf) (<http://mopo.org>)

Beacons (PHB), and pedestrian signals with countdowns. These locations are shown in **Figure 3**, taken from the referenced safety plan.

Figure 4: Terrebonne Parish Intersection Treatment Recommendations



5.3 Desired Regional ITS Systems and Operations

Discussions with state and local stakeholders indicate a desire for supplemental infrastructure to what has already been deployed in the region.

5.3.1 Adaptive Traffic Signals

Unlike traditional traffic lights, which operate on fixed timers, adaptive signals adjust in real-time based on current traffic conditions. This dynamic adjustment helps to reduce congestion by optimizing the flow of vehicles through intersections, leading to shorter delay times and smoother commutes. For drivers, this means less time spent idling at red lights and more efficient travel, which can significantly reduce fuel consumption and lower emissions, contributing to a cleaner environment.

Moreover, adaptive traffic signals enhance overall road safety. By responding to real-time traffic data, these systems can prioritize emergency vehicles, reduce the likelihood of accidents at busy

intersections, and improve pedestrian safety by adjusting crossing times based on foot traffic. This technology also supports public transportation by giving priority to buses and trams, ensuring they stay on schedule and providing a more reliable service for commuters. In essence, adaptive traffic signals not only improve the efficiency of the transportation network but also promote a safer, more sustainable, and more reliable urban environment.

Implemented elsewhere in the state, LADOTD has shown interest in adaptive traffic signal corridors in this region as well, with the hopes of seeing these benefits in more locations.

5.3.2 Real-Time Incident Alerts

Real-time incident alerts are created by collecting data from traffic cameras, road sensors, GPS in cars, and reports from drivers. This data is quickly analyzed by computers to spot any unusual activity, like a sudden stop or slowdown. If an incident is confirmed, an alert is generated with details about the location and type of incident. These alerts are then sent to traffic management centers, emergency responders, and navigation apps. This helps manage traffic better, get emergency help to the scene faster, and inform drivers about the incident so they can avoid the area.

Real-time incident alerts are a game-changer for traffic operations, particularly for Traffic Management Centers (TMCs) and emergency responders. When an accident or unexpected event occurs, these alerts provide immediate information, allowing TMCs to quickly assess the situation and implement traffic control measures. This rapid response helps to minimize congestion by rerouting traffic away from the incident site, reducing the risk of secondary accidents and ensuring smoother traffic flow. For drivers, this means less time stuck in traffic and more predictable travel times, which can significantly reduce stress and improve overall driving experience.

For emergency responders, real-time incident alerts are crucial. They provide detailed information about the location and nature of the incident, enabling responders to arrive on the scene faster and more prepared. This can be the difference between life and death in critical situations. Additionally, these alerts allow TMCs to prioritize routes for emergency vehicles, ensuring they can navigate through traffic efficiently. This not only speeds up response times but also enhances the safety of both responders and the public. In essence, real-time incident alerts create a more responsive and resilient traffic management system, improving safety and efficiency for everyone on the road.

SCPDC, especially, has shown interest in the deployment of road sensors which could support the implementation of real-time incident alerts. Houma and Statewide TMC have also expressed interest in seeing the benefits of this type of ITS system implementation.

5.3.3 Road Weather Information Systems

The Houma region is regularly impacted by severe weather including hurricanes and flooding. These events not only impact the roadways during, but also before (through evacuation) and after (through disaster recovery efforts). The roadways provide critical access in times of emergency and disaster. Road weather information systems (RWIS) are field sensors which can provide data on several weather and road conditions including:

- Temperature: RWIS can measure both air and road surface temperatures, which is crucial for predicting hazardous conditions.



- **Precipitation:** These systems monitor the type and amount of precipitation, such as rain, snow, or sleet, helping to assess road conditions.
- **Wind Speed and Direction:** Knowing the wind conditions can help in managing high-wind areas, especially on bridges and open stretches of road where strong gusts can be dangerous.
- **Humidity:** Measuring humidity levels aids in understanding the likelihood of fog formation and its impact on visibility.
- **Barometric Pressure:** This data helps in forecasting weather changes, which can be critical for planning road maintenance and emergency responses.
- **Road Surface Conditions:** RWIS can detect the presence of water, ice, or snow on the road surface, providing real-time information about driving conditions. This could be especially critical with the region's many bridges.
- **Visibility:** Some systems include sensors to measure visibility, which is essential for warning drivers about fog, heavy rain, or snow that can reduce visibility.

LADOTD has RWIS pilots in other regions of the state and has shown interest in their deployment in similar areas for support in identifying fog or flood events.

5.3.4 Travel Time Systems

Travel time systems use real-time data from various sources like GPS in vehicles, traffic cameras, and road sensors to calculate how long it takes to travel between different points. SCPDC has shown interest in the deployment of radar sensors which could collect the needed data for this type of system. Travel-time systems help drivers by providing accurate travel times, allowing them to choose the best routes and avoid traffic jams. For a region, this means less congestion, reduced travel times, and lower emissions from idling cars. Overall, travel time systems make commuting more efficient and improve the quality of life for everyone on the road. These types of systems would be especially beneficial in a location as discussed near the Civic Center, where nearby bridge closures can have a major impact on traffic caused by Civic Center events.

5.3.5 Smart Parking Systems

Smart parking systems use technology to help drivers find available parking spots quickly and efficiently. They often involve sensors, mobile apps, and real-time data to manage parking spaces. These systems enhance safety by preventing illegal or unsafe parking practices, reducing the risk of accidents. They ensure clear access for emergency vehicles and proper management of designated spots for individuals with disabilities, creating a safer, more equitable, environment for everyone. By guiding drivers directly to available spots, smart parking systems reduce the time spent searching for parking. This decreases traffic congestion and improves the overall flow of traffic, making urban areas more efficient and less crowded.

5.3.6 Automated Incident Detection (AID)

Automated incident detection (AID) systems use technologies like sensors, cameras, and AI to quickly identify traffic incidents and notify relevant authorities and road users in real-time. AID creates a notification which is typically verified through other means by TMC or emergency response personnel. These incidents can include traffic accidents, stalled vehicles, congestion, illegal



parking, pedestrian incidents, and weather-related hazards. AID systems enhance safety through reduced response times to incidents. This can increase chances of survival in primary incidents and reduce risks of secondary incidents. Through rapid detection and notification, AID systems help clear roadways more quickly, reducing congestion and supporting rapid response.

5.3.7 Emergency Vehicle Preemption (EVP)

Emergency vehicle preemption (EVP) systems are designed to give emergency vehicles priority at traffic signals, allowing them to move through signalized intersections quickly and safely. By detecting approaching emergency vehicles and adjusting traffic lights to provide a green signal for that approach, EVP systems help reduce response times significantly. This enhances the safety of both responders and the public by reducing the risk of collisions at intersections, and it ensures that emergency services can reach their destinations more quickly. LADOTD has worked with local agencies in other regions to implement widespread EVP systems on state routes and encourages this practice where applicable.

5.3.8 Transit Signal Priority

Transit systems provide critical services to sections of the population in most need of transportation. To help ensure reliable transit operations, transit signal priority can be implemented along a transit route to prioritize transit vehicles. This system can lengthen green time or shorten red time when a transit vehicle is approaching, which reduces delays and helps ensure transit operations remain on time and reliable for their users. Transit signal priority has similar features to emergency vehicle preemption but operates in a way to have less of an impact on the overall flow of the route.

5.3.9 Automated Traffic Enforcement

Automated traffic enforcement is a system which assists to adjust driver behavior to promote safer driving practices, especially in areas of high risk such as where vehicles and pedestrians may interact. These types of enforcement may include speed cameras, red light cameras, stop sign cameras, school zone cameras, work zone cameras, bus lane cameras, and pedestrian crosswalk cameras. These systems are designed to improve road safety without the need for constant human oversight.

5.3.10 Predictive Maintenance on Infrastructure

Predictive maintenance involves a regular assessment of the infrastructure, creating data points for a lifecycle as well as identifying issues in the early stages when repairs may be less impactful. This is typically done through sensors such as cameras and AI or data analytic software. In many cases, potential failures can be predicted and prevented before they occur. The benefits of predictive maintenance are substantial and include reducing unexpected downtime, lowering maintenance costs, extending lifespan of infrastructure, and enhancing safety through accident prevention. It also helps ensure that maintenance is only performed when necessary, optimizing sometimes limited resources where they can be most impactful.

5.3.11 Mobility-as-a-Service (MaaS)

Mobility-as-a-Service is an all in one solution which integrates various forms of transport services into a single platform, such as an app. Developing a clear path for using shared transportation such



as rideshare and bus transit together to handle mobility needs allows users to feel more secure in their decision to rely on these types of transportation. In addition to providing convenience to customers, MaaS can be used as a systems approach to transit and help identify service needs for travelers. Key features of this service include journey planning, booking and payment, and real-time information. Benefits include accessibility and flexibility, making it easier for people to navigate urban areas. Additionally, it supports economic growth by improving the efficiency of transportation networks through reducing additional vehicles. MaaS provides a more sustainable, user-friendly transportation system that benefits individuals and the region.

6 ITS Services

ITS encompasses a range of activities aimed at enhancing the efficiency, safety, and convenience of the regional transportation system through improved information management, advanced systems, and new technologies. These services cater to various stakeholders, with some being specific to individual primary stakeholders, while others necessitate broad participation. In **Appendix F**, you'll find a concise overview of the ITS services that address transportation needs in the region. For comprehensive details on service packages, refer to the RAD-IT Architecture file.

7 System Interfaces

The transportation system interfaces within this architecture are designed based on the National ITS Architecture and customized to align with the regional plan. Architecture diagrams showcase the transportation systems in the Houma Regional ITS Architecture and highlight their interconnections. These connections facilitate information exchange and coordination of transportation services. Stakeholders can use these diagrams to identify integration opportunities. Each system in the region can be represented using two types of diagrams: an overall interconnect diagram and an element-specific architecture flow context diagram.

The interconnect context diagram illustrates connections between systems (referred to as 'Elements'), showing information sharing without specifying the type or direction of information flow. Meanwhile, the architecture flow context diagram focuses on a specific system and its interconnected systems, detailing the information being shared (architecture flows) and the flow direction. Descriptions of architecture flow definitions can be found in **Appendix A**. Additionally, **Appendix B** provides context flow and interconnect diagrams to enhance understanding of system interfaces and information flow. For more detailed flow diagrams related to each element, the RAD-IT database contains tailored interconnect and architecture flow diagrams.

8 Operational Concept

The Operational Concept outlines the roles and responsibilities (RR) that each participating agency must assume to deliver the ITS services specified in the ITS Architecture. As needs evolve, agreements may be necessary among all relevant parties to define new or additional roles. Clearly defining the roles and responsibilities of stakeholders in the region, along with agencies' willingness to accept these roles, is a crucial step toward achieving the shared objective of an interoperable ITS



system across the Houma region. **Appendix G** summarizes the operational concept for the Houma ITS architecture.

8.1 ITS Deployment Plan

To enhance the existing ITS framework, new devices have been proposed and will be gradually implemented to fill gaps. This section outlines the projects identified as part of the proposed Houma Regional ITS Architecture.



Table 8: Proposed ITS Projects¹

Name	Description	Service Scope	Geographic Scope	Timeframe	Service Packages	Priority	Design Cost (\$1,000)	Capital Cost (\$1,000)	O&M Cost (\$1,000)
LA 57 Grand Caillou Road Signal Upgrades and Fiber Optic	Fiber and Traffic Signal System Upgrades and Communication	Upgrade includes support poles, cabinets, controllers, detection, wiring, indications, signage, fiber optic communication, software and integration.	Extending ITS network from Van to Industrial with signal improvements at the following intersections: -Industrial Blvd -Moffet Rd -Oaklawn Rd -Prospect Blvd -East St -Elysian Dr -Jane Ave -Patterson St -Van Ave	1-2 years	MC05, PS03, PS13, TM01, TM03, TM07, TM13, TM15	1	90 - 160	1,800 - 2,000	275 - 560
LA 3040 Signal Upgrades and Fiber Optic	Fiber and Traffic Signal System Upgrades	This project includes upgrade of traffic signal equipment, fiber optic or wireless communication, head end management equipment and software.	Extend fiber optic network and signal improvements at the following intersections: -Savanne Rd -Enterprise Dr -Hollywood Rd -Corporate Dr -St. Charles St -Polk St -Lafayette St -Goode St -Roussel St -Barrow St	1-2 years	MC05, PS03, PS13, TM01, TM03, TM07, TM13, TM15	1	95 - 165	1850 - 2050	280 - 570
LA 311 Signal Upgrades	Fiber and Traffic Signal System Upgrades	This project includes upgrade of traffic signal	Extend fiber optic network and improve signals at the following intersections:	1-2 years	MC05, PS03, PS13,	1	70 - 125	1,350 - 1,550	210 - 430

¹ Updated costs are based on applicable adjusted unit costs as developed by the Intelligent Transportation Systems Joint Program Office. Raw data can be found at the following website: <https://www.itskrs.its.dot.gov/costs/adjusted>.



Name	Description	Service Scope	Geographic Scope	Timeframe	Service Packages	Priority	Design Cost (\$1,000)	Capital Cost (\$1,000)	O&M Cost (\$1,000)
		equipment, fiber optic or wireless communication, head end management equipment and software.	-Equity Blvd - Hollywood Rd - Mystic Blvd - St. Charles St - Polk St - Lafayette St - Barrow St		TM01, TM03, TM07, TM13, TM15				
DOTD-3040 Tunnel ITS Deployment	Deploy ITS equipment and communications	This project will include CCTV cameras and communication using fiber optic or wireless and integration with the TMC.	Install conduit and fiber optic communication in 3040 Tunnel with CCTV cameras for surveillance and incident detection	2-3 years	MC05, MC06, TM01, TM03, TM05, TM08, TM19, VS03, WX01	1	80 - 180	1,400 - 2,200	200 - 400
Houma Phase V	Deploy CCTV Cameras and DMS equipment	This project covers the deployment of CCTV Cameras and DMS with communications using either wireless or fiber optic.	3040 WB prior to tunnel (static with flashes) US 90 DMS WB prior to LA 316 (full size DMS) US 90 DMS EB prior to LA 311 (full size DMS) LA 311 SB prior to Savanne Road (smaller DMS) LA 182 DMS SB prior to LA 3087 (small size) LA 24 SB prior to LA 660 (smaller DMS)	2-3 years	MC05, MC06, TM01, TM03, TM05, TM08, TM19, VS03, WX01	2	320 - 375	1,600 - 1,800	200 - 450
Houma CCTV Cameras	Provide CCTV to facilitate traffic surveillance especially during	The project is envisioned to include closed circuit television cameras and	LA 57 LA 3040 LA 3185 @ LA 1 LA 20 @ Gerald T Peltier Drive	2-3 years	MC05, MC06, TM01, TM03, TM05,	2	55 - 105	1,100 - 1,300	165 - 325



Name	Description	Service Scope	Geographic Scope	Timeframe	Service Packages	Priority	Design Cost (\$1,000)	Capital Cost (\$1,000)	O&M Cost (\$1,000)
	hurricane evacuation	communications, whether wireless or fiber optic and integration to the TMC			TM08, TM19, VS03, WX01				
Backbone Fiber Optic Connection to LONI	This project will install fiber optic communication from the hub at Schriever to a new hub near US 90	Construct new hub building near US 90, install new fiber optic communication with integration to LONI	Pull fiber through existing conduit along LA 24 and construct new hub building	5+ years	CVO08, PS01, TI01, TI02, TM01, TM03, TM05, TM06, TM07, TM08, TM21, VS03	2	60 - 105	1,200 - 1,300	185 - 320
Houma Transit	Deploy Automated Vehicle Location system for transit vehicles and signal preemption	This project will include provision of real time vehicle tracking system and scheduling/dispatch software. Improvements in transit schedule adherence through signal preemption.	Good Earth Transit	5+ years	DM01, PT01, PT02, PT03, PT04, PT05, PT06, PT07, PT08, PT09, PT14, ST05, TI06, TM10	2	15 - 65	275 - 800	40 - 205
Houma Police Department	Upgrade Communications	Installation of fiber optic and	Fiber optic drop cable connection from proposed	5+ years	CVO08, PS01,	2	1 - 2	17 - 22	2.5 -5.5



Name	Description	Service Scope	Geographic Scope	Timeframe	Service Packages	Priority	Design Cost (\$1,000)	Capital Cost (\$1,000)	O&M Cost (\$1,000)
Fiber Optic Communication		integration with LONI network	fiber on LA 3040 to Houma Police Department and integration into LONI network.		TI01, TI02, TM01, TM03, TM05, TM06, TM07, TM08, TM21, VS03				
Emergency Vehicle Signal Preemption	Upgrade existing emergency vehicle detection systems to GPS based systems to facilitate emergency routing.	Detection and communication	Signalized intersections within city limits	5+ years	MC05, PS03, PS13, TM01, TM03, TM07, TM13, TM15	2	250 - 400	5,000 - 5,100	750 - 12,500
LA 20 Signal Upgrades and Communication (Thibodaux)	Fiber and Traffic Signal System Upgrades and Communication	This project includes upgrade of traffic signal equipment, fiber optic or wireless communication, head end management equipment and software	Improve signals and communication on LA 20 from LA 1 to Thibodaux City limits. 6 Signals with TS2 controllers and communication, -LA 308 - LA 1 - Glenwild Dr - Melrose Dr - Rienzi Dr - Rue Loudun	5+ years	MC05, PS03, PS13, TM01, TM03, TM07, TM13, TM15	3	55 - 110	1,150 - 1,350	170 - 340
LONI	Upgrade communications	This project will include provision of fiber optic	Fiber optic on LA 1 through downtown Thibodaux to Shriever and LA 1/20. Use	5+ years	CVO08, PS01, TI01,	3	55.4 - 93.0	1,107 - 1,163	166 - 290.8



Name	Description	Service Scope	Geographic Scope	Timeframe	Service Packages	Priority	Design Cost (\$1,000)	Capital Cost (\$1,000)	O&M Cost (\$1,000)
		communication and connections to existing LONI network	connection at Nicolas LA 1/20 (LONI) connection		TI02, TM01, TM03, TM05, TM06, TM07, TM08, TM21, VS03				
Thibodaux ITS	Deploy ITS equipment and communications	This project covers the deployment of CCTV cameras, DMS and communications using either wireless or fiber optic and intersection improvements along LA 20	CCTV LA 1 @ 308 CCTV at Walmart DMS on LA 20 Thibodaux LA 20 intersections -LA -LA 308 -Rue Loudun -Rienzi Drive -Glenwild Drive	5+ years	MC05, MC06, TM01, TM03, TM05, TM08, TM19, VS03, WX01	3	69 - 126	1,380 - 1,580	207 - 395
Lafourche Signal Upgrades and Communication	Signal coordination in the Lafourche area with communication and integration	Upgrade includes support poles, cabinets, controllers, detection, wiring, indications, signage, fiber optic communication or licensed wireless communication and integration.	Lafourche Intersections along LA 1 to tie into existing devices and communications in the Lafourche area	5+ years	MC05, PS03, PS13, TM01, TM03, TM07, TM13, TM15	3	125 - 220	2,500 - 2,750	375 - 688



Name	Description	Service Scope	Geographic Scope	Timeframe	Service Packages	Priority	Design Cost (\$1,000)	Capital Cost (\$1,000)	O&M Cost (\$1,000)
Chabert Medical Center Fiber Optic	This project will enhance connectivity and reliability of the existing connection to the fiber backbone.	Installation of fiber optic and integration with LONI network	Chabert Medical Center	5+ years	CVO08, PS01, TI01, TI02, TM01, TM03, TM05, TM06, TM07, TM08, TM21, VS03	3	2.3 - 4.0	45 - 50	6.8 - 12.5
EV Charging Stations	Installation and operation of charging stations for electric vehicles	Private entity deployment of EV charging stations through NEVI funding program	Approved regional locations along major corridors	5+ years	ST05	3	TBD	TBD	TBD
DMS Decommission	Decommission DMS sites including removing signs, structures, and cabinets	Decommission one DMS site. May include modifications to communications.	Statewide	5+ years	MC06, TM06, TM08, TM19, TM20, TM21, WX03	3	5 - 15	50 - 150	N/A



8.2 Operations and Maintenance of Regional ITS

DOTD Section 56 (ITS) is responsible for statewide operations and maintenance (O&M) support of ITS equipment on state and federal routes. District offices or municipalities handle maintenance for LADOTD Traffic Signals through agreements. On other routes, the facility owner assumes responsibility for the ITS. Notably, regional ITS systems lack dedicated funding structures for periodic maintenance. Given the gap between transportation funding resources and demand, it's crucial to strike a balance between capital costs and O&M costs over the life cycle of any ITS. As the Houma region aims to expand and enhance existing ITS, identifying the responsible agency for proposed ITS projects and assessing necessary O&M resources becomes paramount. Additionally, increased ITS deployment in the region may reduce available funds for subsequent deployments.

In this document, O&M responsibilities are addressed in two sections: one defining agency-specific O&M responsibilities and the other specifying O&M funding requirements. **Table 7** in the Operational Concept section outlines maintenance responsibilities assigned to specific agencies for each applicable service package. While O&M arrangements may vary at the project level based on involved agencies, the operations and maintenance requirements section under each service package provides guidance on which agency should assume maintenance responsibilities for each ITS component.

Regarding long-term funding, there is no dedicated maintenance funding for any ITS in the region. LADOTD's statewide maintenance budget of \$3.5 million annually covers routine and responsive (emergency) maintenance. **Table 8** outlines O&M funding requirements for all planned ITS as well as identifies capital cost requirements for ITS. For most systems, an estimated cost serves as the annual O&M cost. Where a specific value isn't provided, an assumption of 10% of the capital cost as the annual O&M cost was deemed reasonable.

9 Functional Requirements

Every ITS system operated by stakeholders must fulfill specific functions to effectively deliver the desired ITS services within the region. The Houma Regional ITS Architecture broadly outlines the primary functions that each system should perform. These high-level requirements are categorized into functional areas, aligning with the selected ITS services.

Given the intricate details of the functional requirements, they are not fully included in this report. However, these functional requirements are accessible by generating a report from the RAD-IT Architecture source file. Interested parties can request access to this file from the LADOTD ITS Section. **Appendix H** provides a sample of the report output, but for comprehensive information, referring to the RAD-IT Architecture file is recommended.

10 Standards

Standardizing the flow of information among ITS systems is a critical step in cost-effectively integrating intelligent transportation systems (ITS) across the region. ITS standards play a foundational role in creating an open ITS environment that achieves the goal of interoperability. By



adhering to standards, the deployment of interoperable systems at local, regional, and national levels are enabled without stifling innovation as technology evolves. ITS standards allow for:

1. Interoperability and Innovation:
 - a. ITS standards ensure that different systems can seamlessly communicate and exchange data. When systems adhere to common standards, they can work together effectively, regardless of their origin or purpose.
 - b. Importantly, standards don't hinder innovation. Instead, they provide a stable foundation upon which new approaches and technologies can build. Innovators can focus on creating novel solutions within the established framework.
2. Interchangeability and Expandability:
 - a. Standardized interfaces allow for interchangeability. When an agency adopts ITS standards, it gains the flexibility to choose from multiple vendors for products and applications. This competition helps keep prices competitive over the long term.
 - b. Additionally, standardized systems are more expandable. As needs evolve or new services emerge, agencies can seamlessly integrate additional components without major disruptions.
3. Standards Development Organizations (SDOs):
 - a. SDOs play a pivotal role in developing and maintaining ITS standards. These organizations collaborate with industry experts, researchers, and practitioners to create robust, widely accepted standards.
 - b. Communication standards often overlap in applicability, providing agencies with choices. This flexibility allows each agency to select the most suitable standard for its specific needs.
4. Decision-Making and Implementation:
 - a. Before designing ITS systems, all stakeholders involved in relevant ITS services should collectively decide on the standards to be used. These decisions impact system design, procurement, and implementation.
 - b. Once agreed upon, these standards become the blueprint for future systems. Consistency ensures smooth integration and reduces the risk of compatibility issues.

Table 10 offers a glimpse of the standards output, but the complete set of identified standards for the Houma ITS architecture resides in the RAD-IT Architecture file. Interested parties can access the detailed standards information from the RAD-IT Architecture source file, which provides comprehensive guidance for implementing interoperable and efficient ITS solutions.

Table 10: ITS Standards

SDO	Standard Title	Standard Number
Advanced Traffic Controller Joint Committee	Advanced Transportation Controller	ITE ATC 5201



SDO	Standard Title	Standard Number
Advanced Traffic Controller Joint Committee	Application Programming Interface Standard for the Advanced Transportation Controller	ITE ATC 5401
Advanced Traffic Controller Joint Committee	Intelligent Transportation System Standard Specification for Roadside Cabinets	ITE ATC 5301
Advanced Traffic Controller Joint Committee	Model 2070 Controller Standard	ITE ATC 5202
International Organization for Standardization	Intelligent transport systems -- Communications access for land mobiles (CALM) -- Architecture	ISO 21217
National Electrical Manufacturers Association	Cyber and Physical Security for Intelligent Transportation Systems	NEMA TS 8
National Electrical Manufacturers Association	Hardware Standards for Dynamic Message Signs (DMS) With NTCIP Requirements	NEMA TS4
National Electrical Manufacturers Association	Portable Traffic Signal Systems (PTSS) Standard	NEMA TS 5
National Electrical Manufacturers Association	Traffic Controller Assemblies with NTCIP Requirements	NEMA TS2
National Institute for Standards and Technology	Security Requirements for Cryptographic Modules	NIST FIPS PUB 140-2
Not Applicable	Dedicated Short-Range Communications Roadside Unit Specifications (FHWA-JPO-17-589)	CTI 4001

11 Agreements

In this section, agreements are outlined related to information exchange between stakeholder organizations whose Intelligent Transportation Systems (ITS) are involved in sharing data. These agreements pertain to both existing and future collaborations. Existing agreements are in place between multiple agencies primarily around the use of fiber optic communications owned by LADOTD. These agreements, included in **Appendix C**, delineate entities and allowed usage of communications. Existing agreements include:



- Local Entity Connection to the Intelligent Transportation System (ITS) in the Houma Metropolitan Area
 - Stakeholders: Acadian Ambulance, Bayou Cane Volunteer Fire Protection District, Leonard J. Chabert Medical Center, L. E. Fletcher Technical Community College, Terrebonne Parish School Board, Louisiana Department of Transportation and Development, Houma Terrebonne Airport, Louisiana State Police Troop C, Terrebonne Parish Communications District (E911), Terrebonne Parish Consolidated Government, Terrebonne General Medical Center, and Consolidated Waterworks District 1
- Network Administration for the Common Intelligent Transportation System (ITS) Communication Network in the Houma-Thibodeaux Metropolitan Area
 - Stakeholders: Louisiana Department of Transportation and Development (DOTD), Terrebonne Parish Consolidated Government (TPCG)

Another agreement had been identified in previous iterations of the architecture report but has not been obtained for review. This agreement is a shared use agreement of wireless communication system and includes the following stakeholders:

- Bayou Cane Volunteer Fire Department
- Leonard J Chabert Medical Center
- Terrebonne Parish Consolidated Government

Finally, a cooperative endeavor agreement for the ownership and maintenance of equipment and hardware to the common ITS network was proposed.

12 Maintenance Plan

The regional ITS Architecture, to be effective, will require continued maintenance as the ITS grows and new needs arise. FHWA, through CFR 940.9 (f), has made a requirement for the continued maintenance of this architecture.

“The agencies and other stakeholders participating in the development of the regional ITS architecture shall develop and implement procedures and responsibilities for maintaining it, as needs evolve within the region.”

On their website⁶, FHWA published *Regional ITS Architecture Guidance Document* with the intent to “describe(s) a process for creating a regional ITS architecture with supporting examples of each architecture product.” The November 2020 document⁷ also presents an approach for transportation planning and project development processes.

This document also seeks to answer questions around architecture maintenance including:

- Who: Roles and responsibilities for the maintenance effort

⁶ https://ops.fhwa.dot.gov/its_arch_imp/guidance.htm - Accessed April 2024

⁷ *Regional ITS Architecture Guide* – Prepared by National ITS Architecture Team, Prepared for ITS JPO - [raguide.pdf \(arc-it.net\)](https://arc-it.net/raguide.pdf)



- When: Update timetable
- What: Architecture baseline
- How: Approach to Architecture Maintenance, including the change management process and documented maintenance plan

12.1 Why Maintain a Regional ITS Architecture

The regional ITS architecture is a dynamic framework that must adapt to changing circumstances. Here are some key factors that can lead to changes in a regional ITS architecture:

1. **Changes in Regional Needs:** As transportation requirements evolve, the regional ITS architecture should be updated to address new challenges. These changes may be reflected in planning documents like the Regional Transportation Plan, the TIP (Transportation Improvement Program), and the ITS Strategic Plan.
2. **New Stakeholders:** When new organizations or entities become involved in ITS, the architecture should be adjusted to incorporate their services, interfaces, and information flows. This could happen due to organizational changes or geographic expansion.
3. **Scope of Services Considered:** The range of services covered by the regional ITS architecture may expand over time. Updates to ARC-IT (Architecture Reference for Cooperative and Intelligent Transportation) can introduce new service packages or refine existing ones. Regions should consider these changes in the context of their specific needs.
4. **Stakeholder or Element Name Changes:** Agencies may rebrand, merge, or split, leading to changes in their names. Similarly, project definitions can impact element names. Keeping the architecture up to date with accurate stakeholder and element names is essential.
5. **Interactions with Other Architectures:** Regional ITS architectures don't exist in isolation. They interface with neighboring regions and statewide architectures. Changes in one architecture may necessitate adjustments in another to maintain consistency.
6. **Project Definition or Implementation:** Actual projects may alter the architecture by adding, removing, or modifying services, elements, interfaces, or information flows.

Maintaining an up-to-date regional ITS architecture ensures effective planning, coordination, and implementation of intelligent transportation systems.

12.2 Who Maintains the Regional ITS Architecture

While achieving consensus on the regional ITS architecture involves participation from all stakeholders, typically one or two agencies take the lead in maintaining it. Although specific responsibilities often fall to an individual within the primary organization, architecture maintenance is a recurring, long-term task. Therefore, it's crucial that the responsible agency accepts this duty. While delegation to an individual may occur, the overall responsibility should be clearly defined for an institution or agency within the region. This approach ensures continuity beyond individual



variations and career changes. Sometimes, multiple agencies within regional ITS coordinating councils or other groups share this responsibility.

The role of the ITS architecture maintainer closely resembles that of a regional planning body. In alignment with its mission, the maintainer has the authority to initiate, update, and document changes in regional planning documents. For the Houma Regional ITS Architecture, the Louisiana Department of Transportation and Development (LADOTD) assumes the role of the ITS Architecture keeper and maintainer.

Similar to regional transportation plans, architecture maintenance is an ongoing, essential effort. To effectively manage ITS architecture maintenance, LADOTD must have staff with the following qualifications:

1. Knowledge of Existing Regional ITS Architecture: This entails a detailed technical understanding of the various components within the architecture and how modifications impact each part.
2. Understanding of Regional Transportation Systems: Collaboratively shared among agencies and stakeholders involved in maintenance, this understanding ensures effective decision-making.
3. Familiarity with Architecture Tools: LADOTD should be well-versed in the tools used for creating and updating the architecture. For example, knowledge of the RAD-IT architecture tool, is crucial.

As the agency responsible for maintenance, LADOTD must either possess the necessary skills within its organization or engage a qualified consultant. Regardless, adequate funding is essential to support ongoing maintenance. The recommended minimum resources for ITS architecture maintenance management include:

- ITS Architecture Manager: One individual to oversee the architecture.
- RAD-IT and ITS Planning Training: Two individuals trained in RAD-IT and ITS Planning. Comprehensive training is necessary due to the novelty of this functional area.
- Monthly Man-Hours: Approximately sixteen man-hours per month dedicated to ITS architecture maintenance. This can be performed by the manager or a designated team member.
- Update Management: Ensuring the Regional ITS Architecture RAD-IT source file aligns with project-level ITS architectures.
- Consultant Support: A qualified consultant, to assist with maintenance activities.

While LADOTD leads maintenance efforts, coordination with other agencies is crucial. LADOTD must collaborate closely with major stakeholders in the region, including:

- Louisiana Department of Transportation and Development (LADOTD) District 02
- LADOTD ITS Section (Section 56)
- Louisiana State Police (Troop C)
- South Central Planning and Development Commission



Additional stakeholders may be involved based on ITS development and deployment activities. LADOTD will establish agreements to create a management/oversight function overseeing regional ITS architecture maintenance. This committee should include at least two LADOTD representatives, one Metropolitan Planning Organization (MPO) representative, and one Federal Highway Administration (FHWA) representative.

Following MPO adoption of the architecture, regular reviews of the Regional ITS Architecture items are recommended. These reviews should cover progress in ITS implementation projects, the accuracy of the RAD-IT source file, future deployment plans, changes in State and National ITS Architectures, and any needed updates to the Houma Regional ITS Architecture.

12.3 When to Update the Regional ITS Architecture

The update interval for regional Intelligent Transportation Systems (ITS) architecture can vary based on different factors.

- Timetable for Updates:
 - a. The timing for updating or changing the regional ITS architecture depends on various factors, including how the architecture is used and the available funding and staffing resources.
 - b. There is no fixed timetable that applies universally to all regions, but LADOTD uses a minimum of 5 years for a full update of the RAD-IT files and report.
- Approaches to Update Interval:
 - a. Periodic Maintenance (currently on 1 year cycle):
 - i. Ties architecture maintenance to recurring transportation planning activities.
 - ii. Drawback: Changes in support of ITS projects may not be updated promptly.
 - iii. Publication and versioning costs are minimized since there's only one new version per maintenance cycle.
 - b. Exception Maintenance:
 - i. Changes are made as needed, initiated by specific requirements.
 - ii. Convenient for addressing consistency issues related to Federal Highway Administration (FHWA) regulations (Code of Federal Regulation 940).
 - iii. May be costlier than periodic maintenance due to frequent updates.
 - iv. Publication and versioning costs depend on the frequency of changes.

The Regional ITS Architecture should be reviewed annually, at a minimum, with architecture updates performed frequently enough to keep pace with new implementations. Periodic and exception maintenance should include integrating completed projects into the RAD-IT source file. A one page summary of the change shall be added as an appendix to the Regional ITS Architecture Report.

The regional Intelligent Transportation Systems (ITS) architecture should undergo a comprehensive update every five years, ideally preceding the annual periodic refresh of the Regional Transportation Improvement Program. In accordance with the Department of Transportation and Development's



(DOTD) recommendation, the MPO Technical Advisory Committee will formally accept any revisions, changes, or updates to the ITS architecture.

The following list includes many of the events that may cause change to a regional ITS architecture:

1. Changes in Regional Needs:

- a. Regional ITS architectures are designed to address regional transportation planning needs.
- b. Over time, these needs can evolve, requiring updates to the corresponding aspects of the regional ITS architecture.
- c. Expressing these changes in planning documents, such as the Regional Transportation Plan, is essential.

2. Introduction of New Stakeholders:

- a. As regional needs change, new stakeholders may become involved.
- b. The relevant parts of the regional ITS architecture addressing these needs should be updated.

3. Expansion of Service Scope:

- a. The range of services considered within the regional ITS architecture may expand.
- b. This expansion could result from updates to the National ITS Architecture, which includes new user services or better definitions of existing elements.

4. Changes in Stakeholder or Element Names:

- a. Agency names or element descriptions may change due to mergers, splits, or renaming.
- b. Element names can also evolve as projects are defined.
- c. The regional ITS architecture should use current, accurate names for stakeholders and elements.

5. Interactions with Other Architectures:

- a. A regional ITS architecture covers not only elements within a region but also interfaces to adjoining regions.
- b. Changes in one region's architecture may require adjustments in an adjoining region to maintain consistency.
- c. Overlapping architectures (e.g., statewide and regional ITS architectures) may also necessitate mutual updates.

6. Project Definitions and Implementation:

- a. Project definitions can lead to additions, removals, or modifications of elements, interfaces, or information flows in the regional ITS architecture.
- b. Updates ensure that the architecture accurately reflects both current and future regional ITS implementation.

7. Project Addition or Deletion:

- a. Occasionally, projects are added or removed during the planning process or project delivery.
- b. Aspects of the regional ITS architecture associated with these projects may need expansion, changes, or removal.

8. Changes in Project Priority:



- a. Funding constraints or other factors may alter planned project sequencing.
- b. Adjusting project priorities can impact related projects in the region.

12.4 What Will be Maintained?

In the context of a regional Intelligent Transportation Systems (ITS) architecture, the term “baseline” refers to the constituent parts that will be regularly maintained. These parts encompass various elements within the architecture. The decision of whether a specific component should be part of the baseline is considered in this section. Notably, baseline parts are annually updated within the regional ITS architecture RAD-IT file, and a more comprehensive update occurs every five years within the official document. The parts discussed are:

1. Description of Region:
 - a. Includes geographic scope, functional scope, and architecture timeframe.
 - b. Geographic scope defines the ITS elements within the region, including any necessary communication with elements outside the region.
 - c. Functional scope specifies the services included in the regional ITS architecture.
 - d. Architecture timeframe represents the future years considered by the architecture.
2. List of Stakeholders:
 - a. Stakeholders play a crucial role in defining the architecture.
 - b. Changes in stakeholders (consolidation or separation) should be reflected in the architecture.
 - c. Engaging previously uninvolved stakeholders ensures the architecture represents their ITS requirements.
3. Connection to Planning Goals, Strategies, and Objectives:
 - a. Links the regional ITS architecture to attributes used by regional planners.
 - b. Connects regional goals, strategies, or objectives to architecture service packages or projects.
 - c. Bridges community needs with ITS deployment.
4. Roles and Responsibilities:
 - a. Accurately represents stakeholders’ consensus vision for ITS operation.
 - b. Review and update roles and responsibilities to reflect deployed elements and current stakeholder views.
5. List of ITS Elements:
 - a. Inventory of ITS elements is essential.
 - b. Changes in stakeholders and roles may impact the inventory.
 - c. Recent ITS element implementations may change their status (e.g., from planned to existing).
6. ITS Services:
 - a. Defined by service packages and user needs.
 - b. Provides details on currently deployed or planned ITS capabilities in the region.
 - c. Service packages describe how elements are connected to deliver ITS services.
7. List of Agreements:
 - a. Identifies information crossing agency boundaries.



- b. Updates to agreements follow changes in roles, responsibilities, or interfaces between elements.
- 8. Interfaces between Elements (Interconnects and Information Flows):
 - a. Detailed descriptions of how various ITS systems integrate over the architecture timeframe.
 - b. Key aspect of the architecture baseline, subject to change during maintenance.
- 9. Functional Requirements:
 - a. High-level functions allocated to ITS elements.
 - b. Serve as a starting point for defining projects aligned with portions of the regional ITS architecture.
- 10. Applicable ITS Standards:
 - a. Selection of standards relevant to the regional ITS architecture.
 - b. Ensures consistency and interoperability.

12.5 How Will the Architecture be Maintained?

DOTD Section 56 (ITS) is tasked with overseeing and maintaining the regional Intelligent Transportation Systems (ITS) architecture. LADOTD will rely on contracted consulting services for ITS Traffic Incident Management (TIM) Program, TMC Operations Staffing and Systems Engineering Support for this effort. The guidelines contained within FHWA's referenced *Regional ITS Architecture Guide* – November 5, 2020 will be helpful in this ongoing architecture maintenance. In summary, LADOTD's Section 56 oversees the regional ITS architecture, and will collaborate with contracted consultants while following FHWA guidelines.



Appendix Contents

Appendix A – Architecture Flow Definitions

Appendix B – ITS Architecture Flow Diagrams

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Appendix D – Stakeholder Meeting Minutes

Appendix E – Existing ITS Field Devices

Appendix F – ITS Services

Appendix G – Operational Concepts

Appendix H – Functional Requirements



Appendix A – Architecture Flow Definitions



Flow Name	Flow Description
[general office business data]	This is typical data including reports, plans, time sheets, video conference, VOIP, etc which are required for an agency to conduct business. This may include internet service.
alert notification	Notification of a major emergency such as a natural or man-made disaster, civil emergency, or child abduction for distribution to the public. The flow identifies the alert originator, the nature of the emergency, the geographic area affected by the emergency, the effective time period, and information and instructions necessary for the public to respond to the alert. This flow may also identify specific information that should not be released to the public.
alert notification coordination	Coordination of emergency alerts to be distributed to the public. This includes notification of a major emergency such as a natural or man-made disaster, civil emergency, or child abduction for distribution to the public and status of the public notification.
alert status	Information indicating the current status of the emergency alert including identification of the traveler and driver information systems that are being used to provide the alert.
archive coordination	Catalog data, meta data, published data, and other information exchanged between archives to support data synchronization and satisfy user data requests.
archive status	Notification that data provided to an archive contains erroneous, missing, or suspicious data or verification that the data provided appears valid. If an error has been detected, the offending data and the nature of the potential problem are identified.
archived data product requests	A user-specified request for archived data products (i.e., data, meta data, or data catalogs). The request also includes information that is used to identify and authenticate the user and support electronic payment requirements, if any.
archived data products	Raw or processed data, meta data, data catalogs and other data products provided to a user system upon request. The response may also include any associated transaction information.
automated lane control data	Control commands and operating parameters for automated vehicle operations, including tightly coupled platooned groups of vehicles operating in dedicated or mixed-mode lanes. This flow includes platoon parameters including maximum platoon size, target speeds and gaps, and vehicle restrictions.
barrier system status	Current operating status of barrier systems. Barrier systems represent gates, barriers and other automated or remotely controlled systems used to manage entry to roadways. Status of the systems includes operating condition and current operational state.
broadcast traveler information	General traveler information that contains traffic and road conditions, link travel times, incidents, advisories, restrictions, vehicle requirements, work zones, transit service information, weather information, parking information, and other related traveler information.
commercial vehicle archive data	Information describing commercial vehicle travel and commodity flow characteristics. Content may include a catalog of available information, the actual information to be archived, and associated meta data that describes the archived information.
commercial vehicle location data	Current vehicle location and related operational conditions data provided by a commercial vehicle.
current infrastructure restrictions	Restrictions levied on transportation asset usage based on infrastructure design, surveys, tests, or analyses. This includes standard facility design height, width, and weight restrictions, special restrictions such as spring weight restrictions, and temporary facility restrictions that are imposed during maintenance and construction.
data collection and monitoring control	Information used to configure and control data collection and monitoring systems.
data provision	Data provision provides the source material for a publish-subscribe or query-retrieval data distribution scheme. This is the 1 of the 1:N data distribution architecture. This flow is a super-flow; it does not define data elements but is inclusive of any flow implemented using publish-subscribe or query-retrieval methods.
data publication	Data publication includes those dialogs necessary to satisfy the publication portion of a data distribution architecture. The information content varies widely based on available content and



Flow Name	Flow Description
	the subscription, but it generally includes information on the state of transportation system operations including traffic and road conditions, advisories, incidents, transit service information, weather information, parking information, and other related data.
data query	Data query includes those dialogs necessary to determine what data is available for and also submit a query for near-term response.
data query publication	Data query publication includes those dialogs necessary to satisfy the response portion of a query-response action using the data distribution architecture. The information content varies widely based on available content and the query, but it generally includes information on the state of transportation system operations including traffic and road conditions, advisories, incidents, transit service information, weather information, parking information, and other related data.
data subscription	Data subscription includes those dialogs necessary to determine what data is available for subscription/query, and also the dialogs necessary to create or modify data subscriptions/queries.
decision support information	Information provided to support effective and safe incident response, including local traffic, road, and weather conditions, hazardous material information, and the current status of resources (including vehicles, other equipment, supplies) that have been allocated to an incident.
device control request	Request for device control action
device data	Data from detectors, environmental sensor stations, roadside equipment, and traffic control devices, including device inventory information.
device identification	An identifier and device type designation that is used to uniquely identify a device in the Connected Vehicle Environment.
device status	Status information from devices
electric charging station data	Information provided for electric charging stations to the management center identifying the location, operating status, current availability, no-shows, charging capacity, etc.
electric charging station management information	Parameters that support management of an electric charging station. Load balancing, Reservation requests, Hours of operation, display configuration (ads), rules and regulations, etc.
emergency archive data	Logged emergency information including information that characterizes identified incidents (routine highway incidents through disasters), corresponding incident response information, evacuation information, surveillance data, threat data, and resource information. Content may include a catalog of available information, the actual information to be archived, and associated meta data that describes the archived information.
emergency dispatch requests	Emergency vehicle dispatch instructions including incident location and available information concerning the incident.
emergency dispatch response	Request for additional emergency dispatch information and provision of en route status.
emergency plan coordination	Information that supports coordination of emergency management plans, continuity of operations plans, emergency response and recovery plans, evacuation plans, and other emergency plans between agencies. This includes general plans that are coordinated prior to an incident and shorter duration tactical plans that are prepared during an incident.
emergency routes	Suggested ingress and egress routes for access to and between the scene and staging areas or other specialized emergency access routes.
emergency traffic control information	Status of a special traffic control strategy or system activation implemented in response to an emergency traffic control request, a request for emergency access routes, a request for evacuation, a request to activate closure systems, a request to employ driver information

Flow Name	Flow Description
	systems to support public safety objectives, or other special requests. Identifies the selected traffic control strategy and system control status.
emergency traffic coordination	Coordination supporting disaster response including evacuation and reentry. Includes coordination of special traffic control strategies that support efficient evacuation and reentry while protecting and optimizing movement of response vehicles and other resources responding to the emergency.
emergency transit schedule information	Information on transit schedule and service changes that adapt the service to better meet needs of responders and the general public in an emergency situation, including special service schedules supporting evacuation.
emergency traveler information	Public notification of an emergency such as a natural or man-made disaster, civil emergency, or child abduction. This flow also includes evacuation information including evacuation instructions, evacuation zones, recommended evacuation times, tailored evacuation routes and destinations, traffic and road conditions along the evacuation routes, traveler services and shelter information, and reentry times and instructions.
emergency traveler information request	Request for alerts, evacuation information, and other emergency information provided to the traveling public.
environmental conditions data	Current road conditions (e.g., surface temperature, subsurface temperature, moisture, icing, treatment status) and surface weather conditions (e.g., air temperature, wind speed, precipitation, visibility) as measured and reported by fixed and/or mobile environmental sensors and aggregated by the data collector. Attributes relating to the data collection (and aggregation) are also included.
environmental sensor data	Current road conditions (e.g., surface temperature, subsurface temperature, moisture, icing, treatment status) and surface weather conditions (e.g., air temperature, wind speed, precipitation, visibility) as measured and reported by fixed and/or mobile environmental sensors. Operational status of the sensors is also included.
equipment maintenance request	Identification of field equipment requiring repair and known information about the associated faults.
equipment maintenance status	Current status of field equipment maintenance actions.
evacuation coordination	Coordination of information regarding a pending or in-process evacuation. Includes evacuation zones, evacuation times, evacuation routes, forecast network conditions, and reentry times.
evacuation information	Evacuation instructions and information including evacuation zones, evacuation times, and reentry times.
external reports	Traffic and incident information that is collected by the media through a variety of mechanisms (e.g., radio station call-in programs, air surveillance).
fare and price information	Current transit, parking, and toll fee schedule information.
field equipment commands	System-level control commands issued to field equipment such as reset and remote diagnostics.
field equipment configuration settings	Control settings and parameters that are used to configure field equipment.
field equipment status	Reports from field equipment (sensors, signals, signs, controllers, etc.) which indicate current operational status.
hazmat information	Information about a particular hazmat load including nature of the load and unloading instructions. May also include hazmat vehicle route and route update information.
hazmat information request	Request for information about a particular hazmat load.

Flow Name	Flow Description
hazmat notification	Information provided to emergency response organizations regarding a hazmat load including when cargo sensors detect an issue with the load such as a release of hazardous material. This information will include sensor information, vehicle identification, and carrier identification.
incident command information coordination	Information that supports local management of an incident. It includes resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response.
incident information	Notification of existence of incident and expected severity, location, time and nature of incident. As additional information is gathered and the incident evolves, updated incident information is provided. Incidents include any event that impacts transportation system operation ranging from routine incidents (e.g., disabled vehicle at the side of the road) through large-scale natural or human-caused disasters that involve loss of life, injuries, extensive property damage, and multi-jurisdictional response. This also includes special events, closures, and other planned events that may impact the transportation system.
incident information for media	Report of current desensitized incident information prepared for public dissemination through the media.
incident information for public	Report of current desensitized incident information prepared for public dissemination.
incident report	Report of an identified incident including incident location, type, severity and other information necessary to initiate an appropriate incident response.
incident response coordination	Incident response procedures and current incident response status that are shared between allied response agencies to support a coordinated response to incidents. This flow provides current situation information, including a summary of incident status and its impact on the transportation system and other infrastructure, and current and planned response activities. This flow also coordinates a positive hand off of responsibility for all or part of an incident response between agencies.
incident response status	Status of the current incident response including a summary of incident status and its impact on the transportation system, traffic management strategies implemented at the site (e.g., closures, diversions, traffic signal control overrides), and current and planned response activities.
infrastructure monitoring sensor data	Data read from infrastructure-based sensors that monitor the condition or integrity of transportation infrastructure including bridges, tunnels, interchanges, pavement, culverts, signs, transit rail or guideway, and other roadway infrastructure. Includes sensor data and the operational status of the sensors.
infrastructure safety warning	Identified infrastructure issues such as objects in travel lanes, damaged or compromised safety features, and other safety issues with potential road safety impacts that are identified and reported by the infrastructure.
interactive traveler information	Traveler information provided in response to a traveler request. The provided information includes traffic and road conditions, advisories, incidents, restrictions, payment information, transit services, parking information, weather information, and other travel-related data updates and confirmations.
intersection status	Current signal phase and timing information for all lanes at a signalized intersection. This flow identifies active lanes and lanes that are being stopped and specifies the length of time that the current state will persist for each lane. It also identifies signal priority and preemption status and pedestrian crossing status information where applicable.
lane closure information	Lane closure information provided to passing vehicles. This flow provides information about roadway configuration changes such as lane closures and shifts.
logged vehicle routes	Anticipated route information for guided vehicles, special vehicles (e.g., oversize vehicles) or groups of vehicles (e.g., governor's motorcade) that may require changes in traffic control strategy.



Flow Name	Flow Description
maint and constr archive data	Information describing road construction and maintenance activities identifying the type of activity, the work performed, and work zone information including work zone configuration and safety (e.g., a record of intrusions and vehicle speeds) information. For construction activities, this information also includes a description of the completed infrastructure, including as-built plans as applicable. Content may include a catalog of available information, the actual information to be archived, and associated meta data that describes the archived information.
maint and constr work plans	Future construction and maintenance work schedules and activities including anticipated closures with anticipated impact to the roadway, alternate routes, anticipated delays, closure times, and durations.
METR information	Transport-related regulations, ordinances, statutes, warnings, and advisories that have official status and are legally-binding upon traveling entities (whether human or automated). Each rule is associated with its meaning, associated location(s), and conditional characteristics (e.g., effective times, applicable vehicle classes). This flow supports targeted transfer of rules to end user systems and may be initiated based on a query or pushed in a manner that provides user systems with access to rules that are relevant to their current conditions (e.g., vehicle classification, user classification, location, timeframe). Each rule is associated with an expiration time, after which it is no longer considered fully trustworthy. This flow supports bulk transfer of rules between back-office systems.
mixed use safety warning control	Configuration and control of equipment that monitors and manages mixed use crossings and provides visual displays and warnings to drivers when non-motorized users are occupying a cross walk or other mixed use path crossing.
mixed use safety warning status	Current operational status and state of pedestrian crossings and other mixed use path crossing warning systems.
permission application	A request for permission to access a Connected Vehicle service by an end-user that requires enrollment. This may include services granted to drivers of low emissions vehicles or pedestrians with special needs that require extended crossing times for example.
permission application receipt	An acknowledgment that an end-user application for a Connected Vehicle service was received and processed.
reduced speed warning info	Real time notification of vehicle detections, measured vehicle characteristics (e.g., vehicle height), speed measurements, and warnings issued by roadway infrastructure. This flow can also include roadway configuration data, current speed limits, and warning parameters and thresholds enabling local speed management application configuration and management.
remote surveillance control	The control commands used to remotely operate another center's sensors or surveillance equipment so that roadside surveillance assets can be shared by more than one agency.
resource coordination	Coordination of resource inventory information, specific resource status information, resource prioritization and reallocation between jurisdictions, and specific requests for resources and responses that service those requests.
resource deployment status	Status of resource deployment identifying the resources (vehicles, equipment, materials, and personnel) available and their current status. General resource inventory information and specific status of deployed resources may be included.
resource request	A request for resources to implement special traffic control measures, assist in clean up, verify an incident, etc. The request may poll for resource availability or request pre-staging, staging, or immediate deployment of resources. Resources may be explicitly requested or a service may be requested and the specific resource deployment may be determined by the responding agency.
restricted lanes information	This flow defines the location, duration, and operating parameters for lanes that are reserved for the exclusive use of certain types of vehicles (e.g., transit vehicles) or vehicles that meet other qualifications (e.g., number of occupants, low emissions criteria). It identifies the lane(s), the start and stop locations, start and end times, vehicle restrictions, speed limits and platooning parameters.



Flow Name	Flow Description
right-of-way request notification	Notice that a request has occurred for signal prioritization, signal preemption, pedestrian call, multi-modal crossing activation, or other source for right-of-way.
road network conditions	Current and forecasted traffic information, road and weather conditions, and other road network status. Either raw data, processed data, or some combination of both may be provided by this flow. Information on diversions and alternate routes, closures, and special traffic restrictions (lane/shoulder use, weight restrictions, width restrictions, HOV requirements) in effect is included.
road network environmental situation data	Aggregated environmental situation data collected from vehicles and other sources for the road network. Aggregated information would include measured air temperature, exterior light status, wiper status, sun sensor status, rain sensor status, traction control status, ALB status, and other collected vehicle system status and sensor information for the region.
road network status assessment	Assessment of damage sustained by the road network including location and extent of the damage, estimate of remaining capacity, required closures, alternate routes, necessary restrictions, and time frame for repair and recovery.
road network traffic situation data	Aggregated route usage, travel times, and other aggregated data collected from probe vehicles that can be used to estimate current traffic conditions.
road weather advisories	Segment-specific weather and road conditions including real-time advisories of deteriorating road and weather conditions, medium-term advisories for the next 2-12 hours, and long-term advisories more than 12 hours into the future. The advisories may include advisories that are issued based on locally collected environmental data (e.g., an ice on bridge advisory).
road weather information	Road conditions and weather information that are made available by road maintenance operations to other transportation system operators.
roadway dynamic signage data	Information used to initialize, configure, and control dynamic message signs. This flow can provide message content and delivery attributes, local message store maintenance requests, control mode commands, status queries, and all other commands and associated parameters that support remote management of these devices.
roadway dynamic signage status	Current operating status of dynamic message signs.
roadway maintenance status	Summary of maintenance fleet operations affecting the road network. This includes the status of winter maintenance (snow plow schedule and current status).
signal control commands	Control of traffic signal controllers or field masters including clock synchronization.
signal control device configuration	Data used to configure traffic signal control equipment including local controllers and system masters.
signal control plans	Traffic signal timing parameters including minimum green time and interval durations for basic operation and cycle length, splits, offset, phase sequence, etc. for coordinated systems.
signal control status	Operational and status data of traffic signal control equipment including operating condition and current indications.
signal fault data	Faults reported by traffic signal control equipment.
signal system configuration	Data used to configure traffic signal systems including configuring control sections and mode of operation (time based or traffic responsive).
speed management information	Target speeds, speed advisories, and/or speed limit information provided to a vehicle. The information includes the current speed value(s), the route segment(s) and lane(s) where the speeds apply, and an indication of whether the speeds are suggested target speeds, posted advisory speeds, or enforceable speed limit values. This flow may also include information about the reason for reduced speeds and provide target lane information if lane changes are required.
threat information coordination	Sensor, surveillance, and threat data including raw and processed data that is collected by sensor and surveillance equipment located in secure areas.

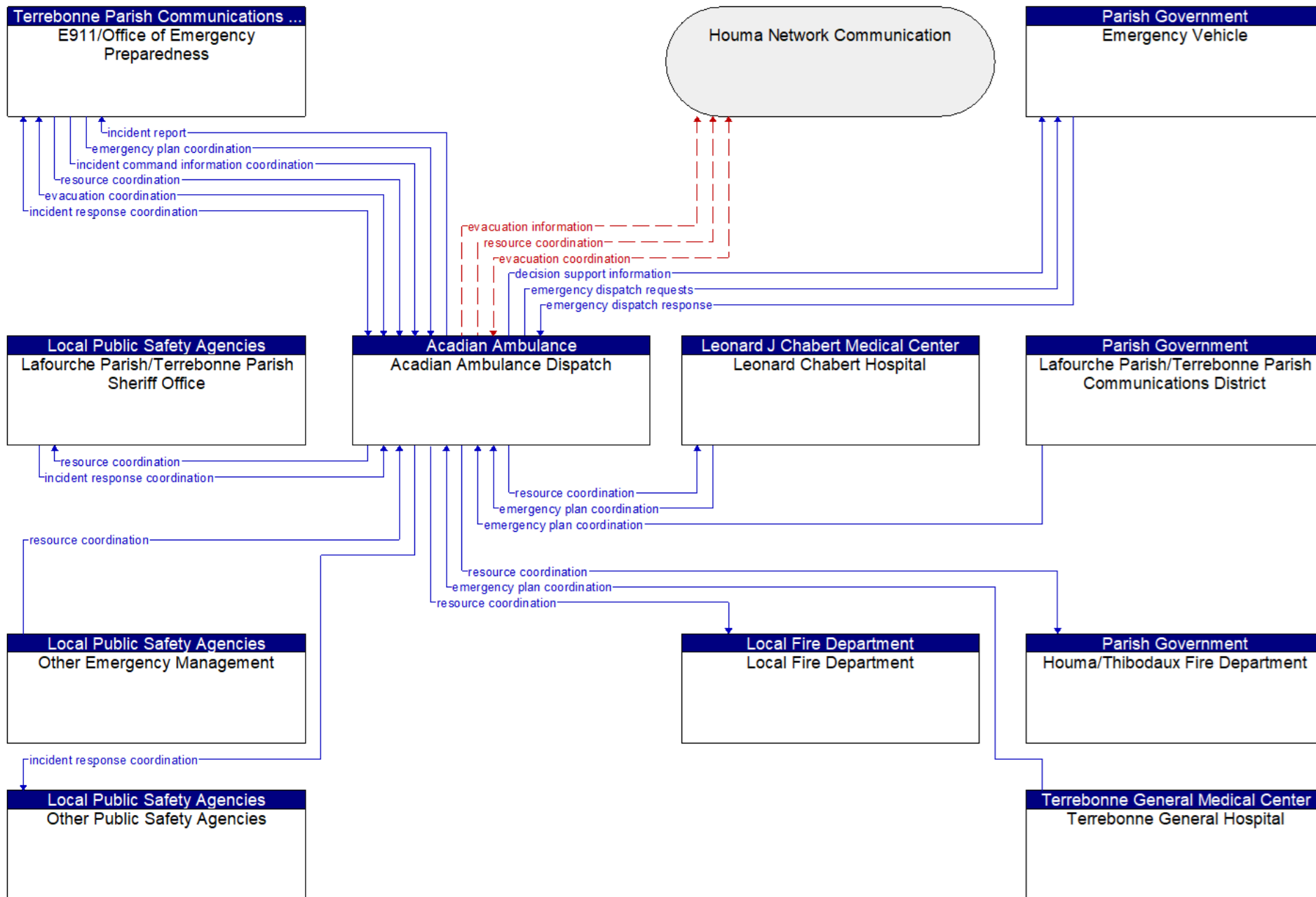


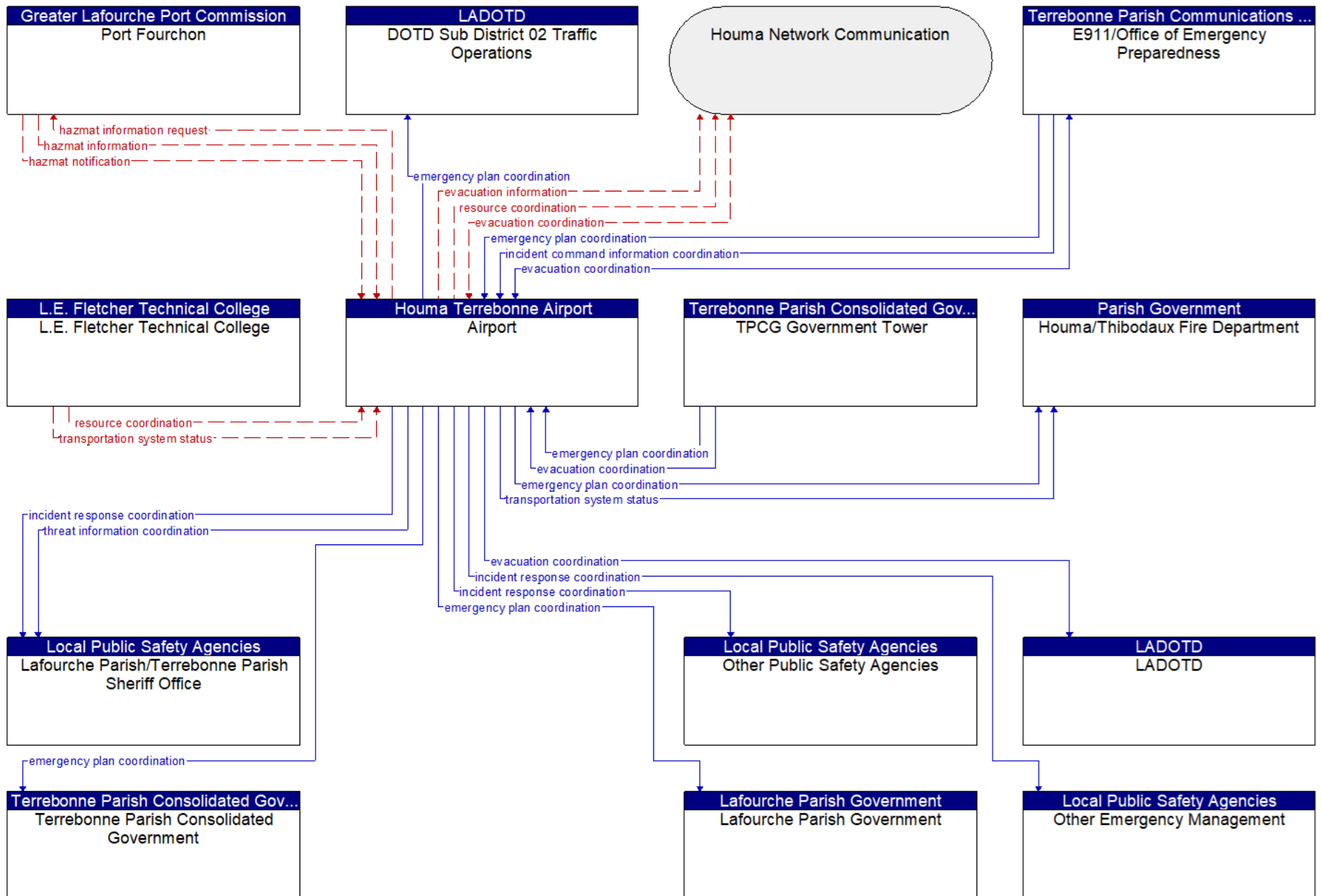
Flow Name	Flow Description
toll data	Current toll schedules for different types of vehicles as well as advanced toll payment information.
toll data request	Request made to obtain toll schedule information or pay a toll in advance. The request can be a subscription that initiates as-needed information updates as well as a one-time request for information.
traffic archive data	Information describing the use and vehicle composition on transportation facilities and the traffic control strategies employed. Content may include a catalog of available information, the actual information to be archived, and associated meta data that describes the archived information.
traffic control information	Represents the flow of traffic control and status information between centers. This is reporting only, not actual control. This specifically includes the current state of any demand management strategies that have been implemented.
traffic detector control	Information used to configure and control traffic detector systems such as inductive loop detectors and machine vision sensors.
traffic detector data	Raw and/or processed traffic detector data which allows derivation of traffic flow variables (e.g., speed, volume, and density measures) and associated information (e.g., congestion, potential incidents). This flow includes the traffic data and the operational status of the traffic detectors
traffic image meta data	Meta data that describes traffic images. Traffic images (video) are in another flow.
traffic images	High fidelity, real-time traffic images suitable for surveillance monitoring by the operator or for use in machine vision applications. This flow includes the images. Meta data that describes the images is contained in another flow.
traffic information for media	Report of traffic conditions including traffic incident reports for public dissemination through the media. The reports may also include information on diversions and alternate routes, closures, and special traffic restrictions in effect.
transit archive data	Data used to describe and monitor transit demand, fares, operations, and system performance. Content may include a catalog of available information, the actual information to be archived, and associated meta data that describes the archived information.
transportation operational strategies	Operational strategies for each operating agency in a transportation corridor, downtown area, or other travel-impacted area, providing an integrated operations strategy for the freeways, tollways, arterials, transit services, parking facilities, and other transportation-related facilities in the area. These strategies can include dynamic adjustments to transit fares and tolls, parking fees and restrictions, dynamic lane restriction changes, and other active demand management strategies.
transportation system status	Current status and condition of transportation infrastructure (e.g., tunnels, bridges, interchanges, TMC offices, maintenance facilities). In case of disaster or major incident, this flow provides an assessment of damage sustained by the surface transportation system including location and extent of the damage, estimate of remaining capacity and necessary restrictions, and time frame for repair and recovery.
travel services information	Travel service information and reservations for tourist attractions, lodging, dining, service stations, emergency services, and other services and businesses of interest to the traveler.
traveler alerts	Traveler information alerts reporting congestion, incidents, adverse road or weather conditions, restrictions, vehicle requirements, parking availability, transit service delays or interruptions, and other information that may impact the traveler. Relevant alerts are provided based on traveler-supplied profile information including trip characteristics and preferences.
traveler archive data	Data associated with traveler information services including service requests, facility usage, rideshare, routing, and traveler payment transaction data. Content may include a catalog of available information, the actual information to be archived, and associated meta data that describes the archived information.

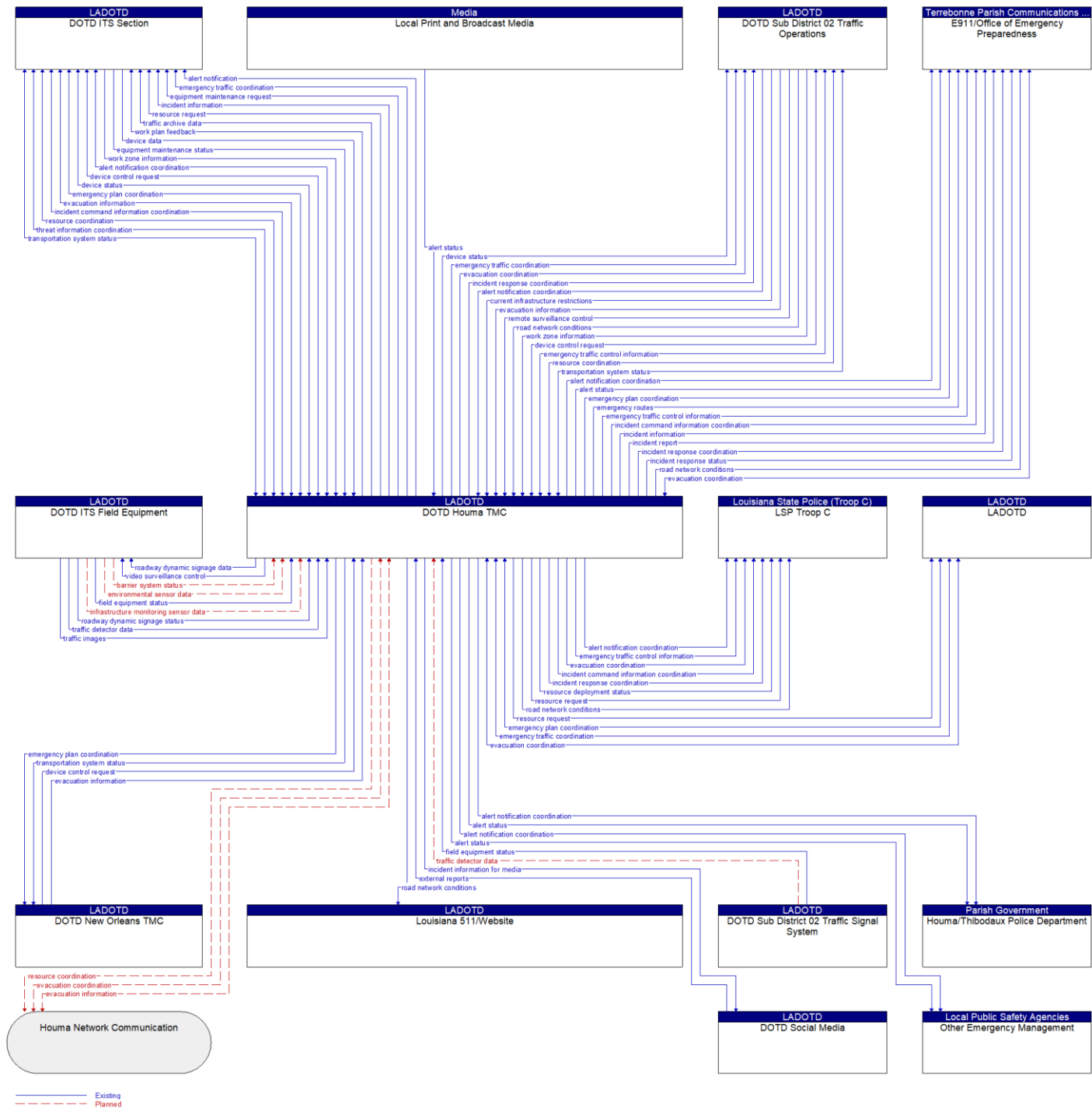
Flow Name	Flow Description
trip feedback	Information provided during or at the conclusion of a trip that supports performance monitoring and system optimization. Information provided may include a record of the trip including HOV/HOT lane usage and user provided feedback at the conclusion of the trip.
trip plan	A travel itinerary covering single or multimodal travel. The itinerary identifies a route and associated traveler information and instructions identifying recommended trip modes (including indoor and outdoor wayfinding) and transfer information, ride sharing options, and transit and parking reservation information. This flow also includes intermediate information that is provided as the trip plan is interactively created, including identification of alternatives, requests for additional information as well as amenities along the trip.
trip request	Request for trip planning services that identifies the trip origin, destination(s), timing, preferences, and constraints. The request may also include the requestor's location or a request for transit and parking reservations, electric charging station access, and ridesharing options associated with the trip. The trip request also covers requests to revise a previously planned trip and interim updates that are provided as the trip is interactively planned.
video surveillance control	Information used to configure and control video surveillance systems.
work plan feedback	Comments and suggested changes to proposed construction and maintenance work schedules and activities. This information influences work plan schedules so that they minimize impact to other system operations and the overall transportation system.
work zone information	Summary of maintenance and construction work zone activities affecting the road network including the nature of the maintenance or construction activity, location, impact to the roadway, expected time(s) and duration of impact, anticipated delays, alternate routes, and suggested speed limits. This information may be augmented with images that provide a visual indication of current work zone status and traffic impacts.

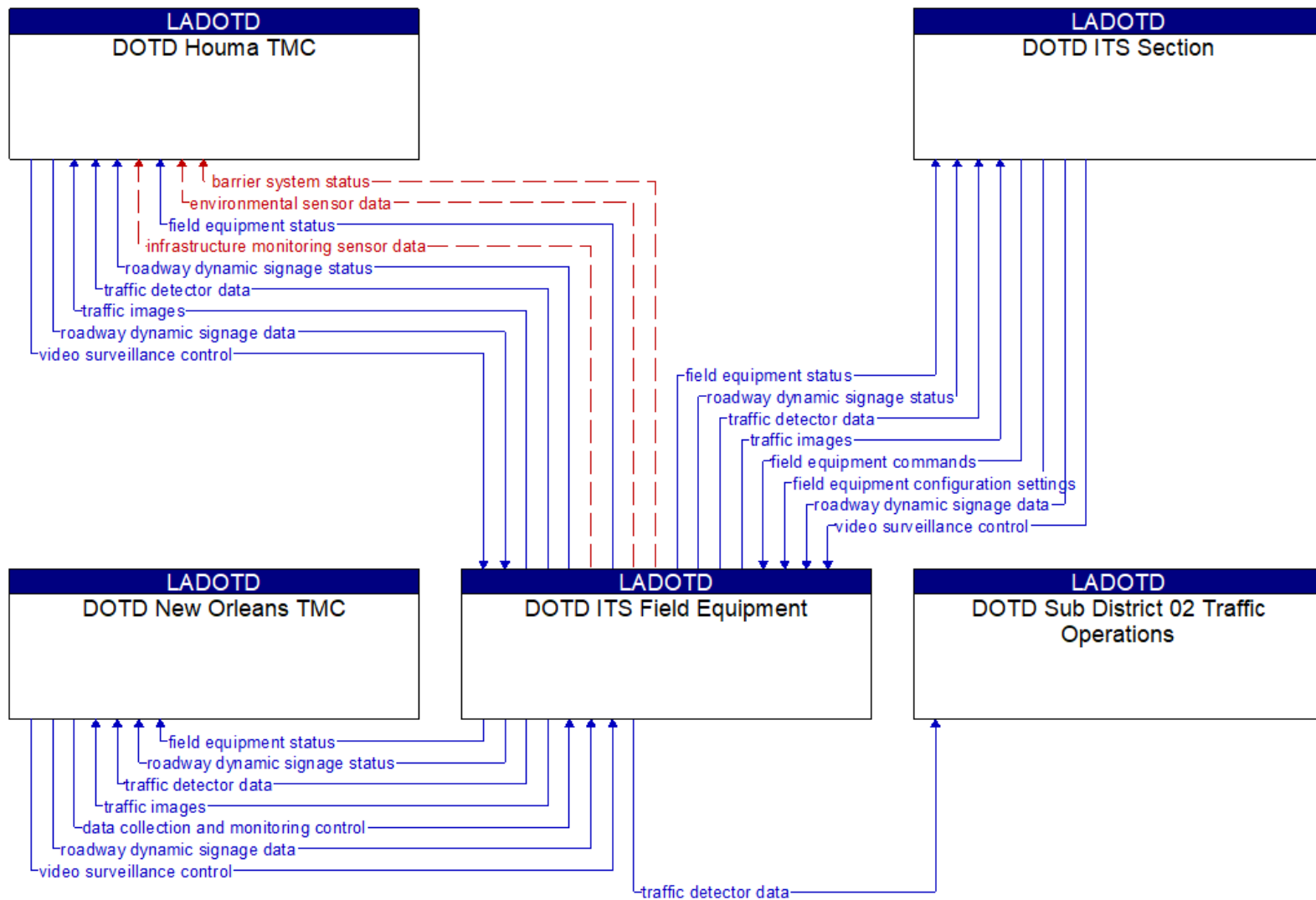
Appendix B – ITS Architecture Flow Diagrams





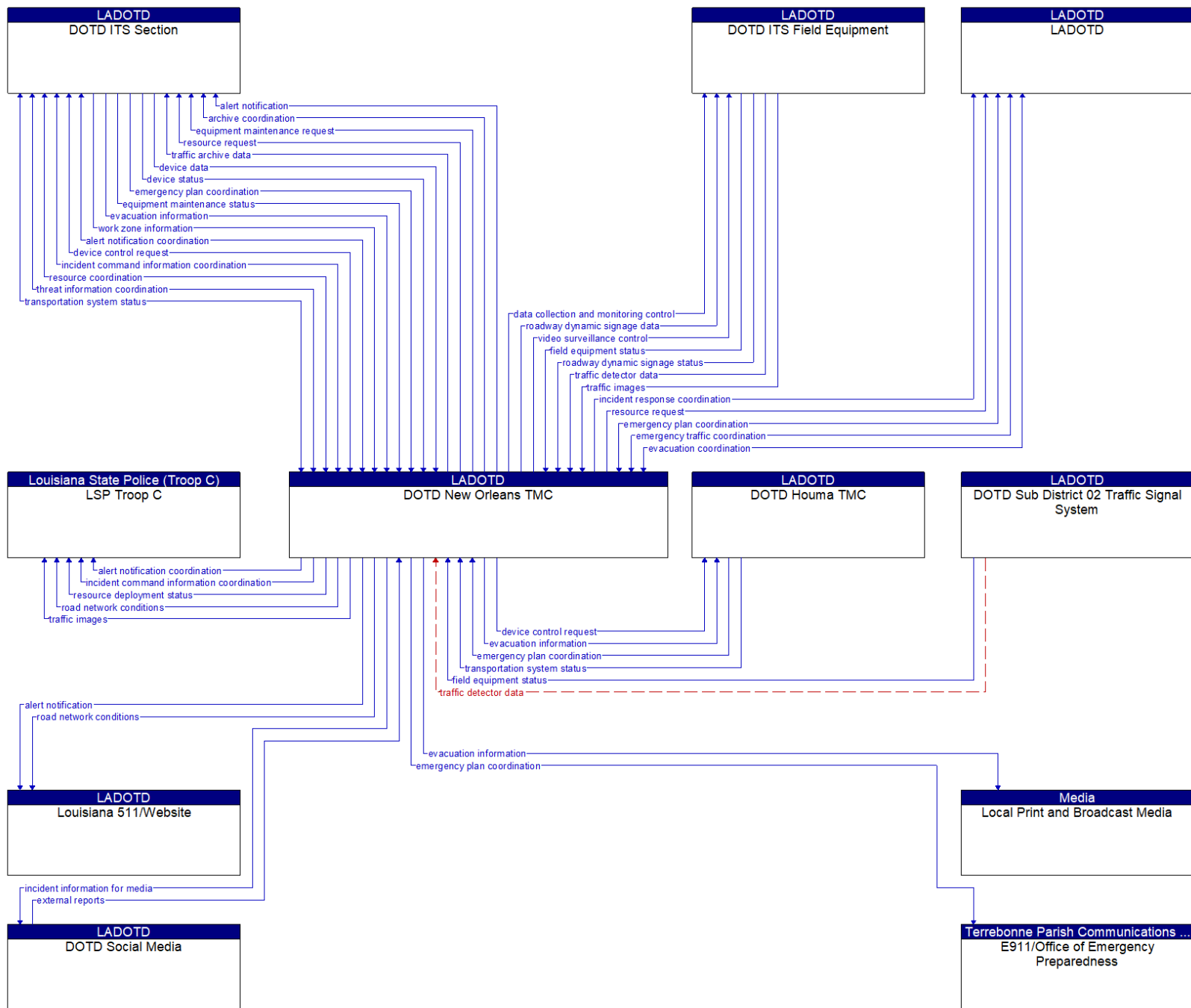


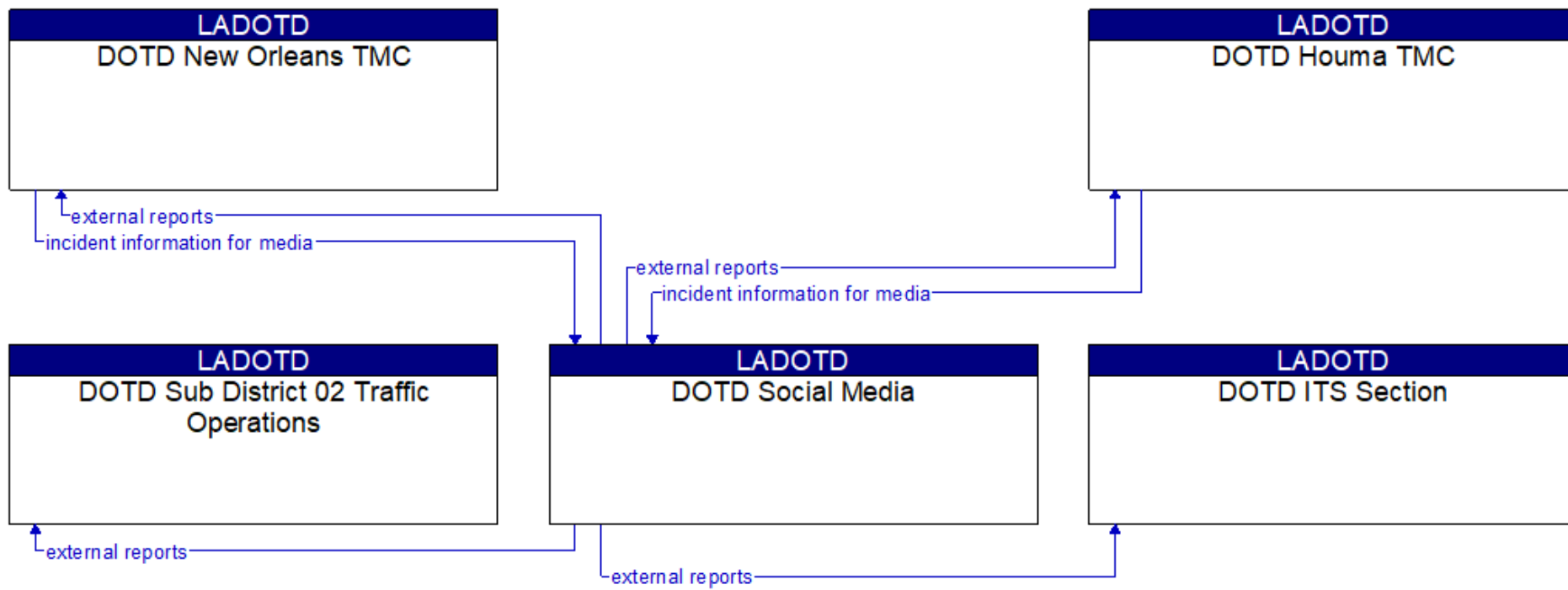




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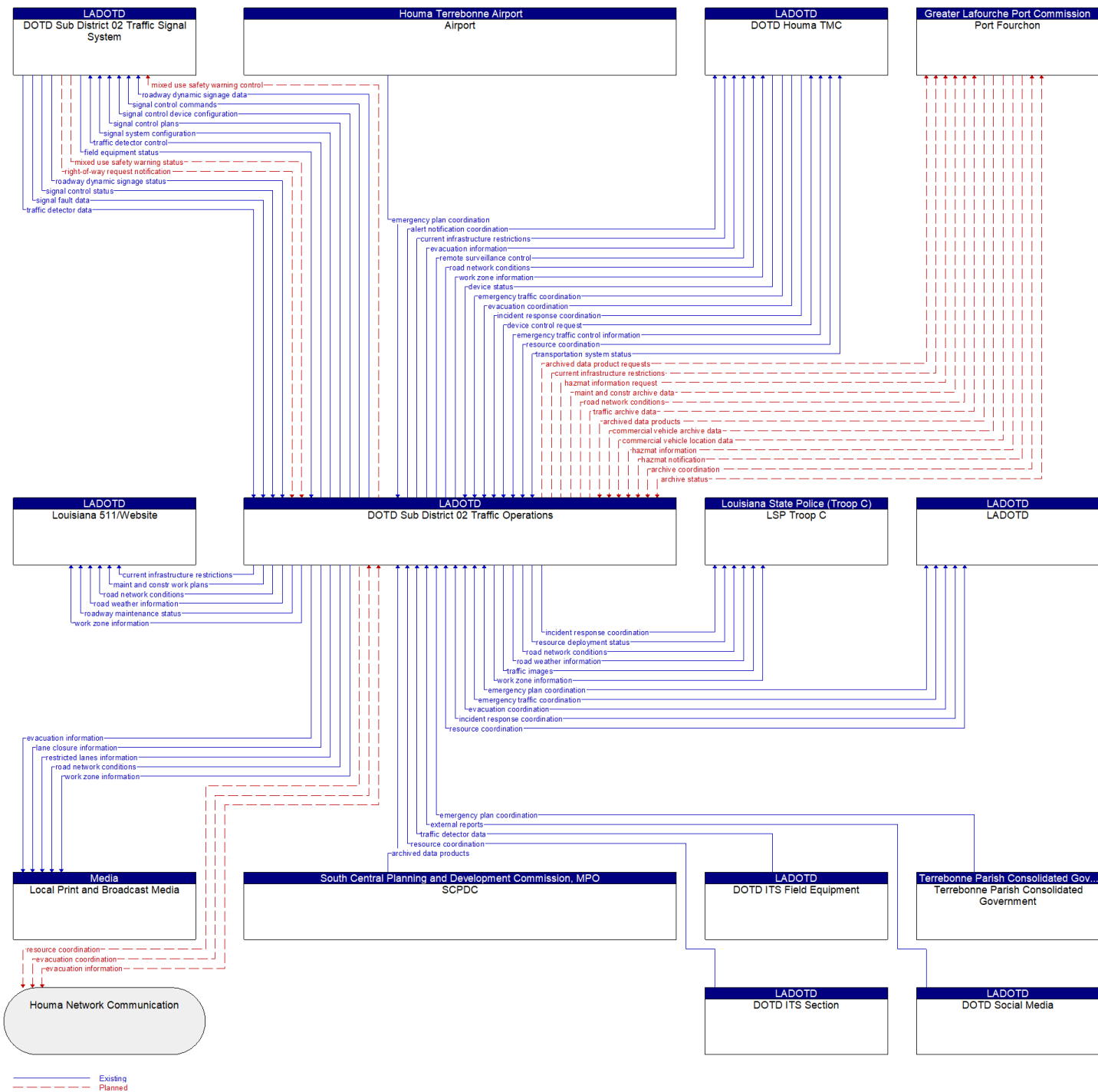


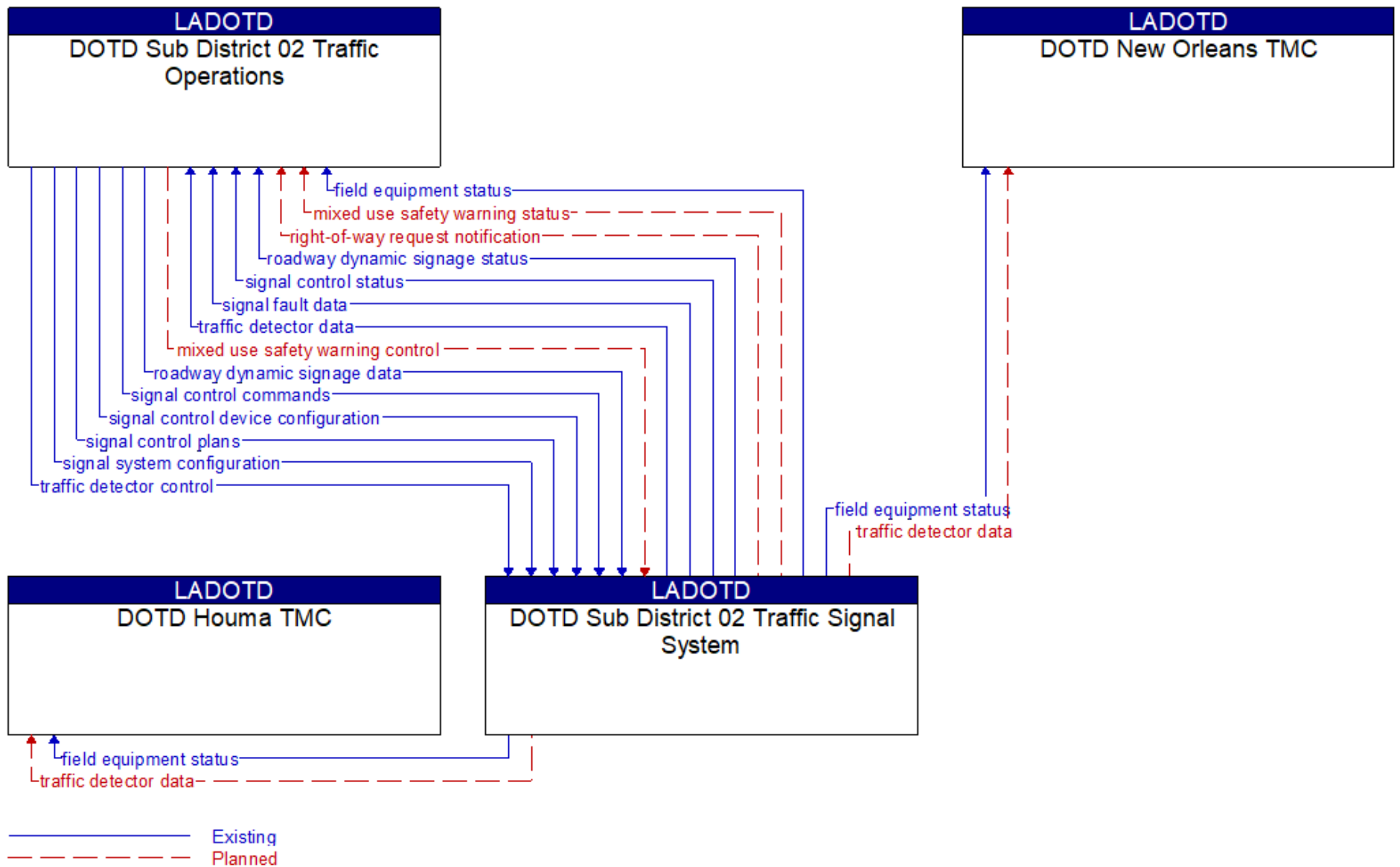


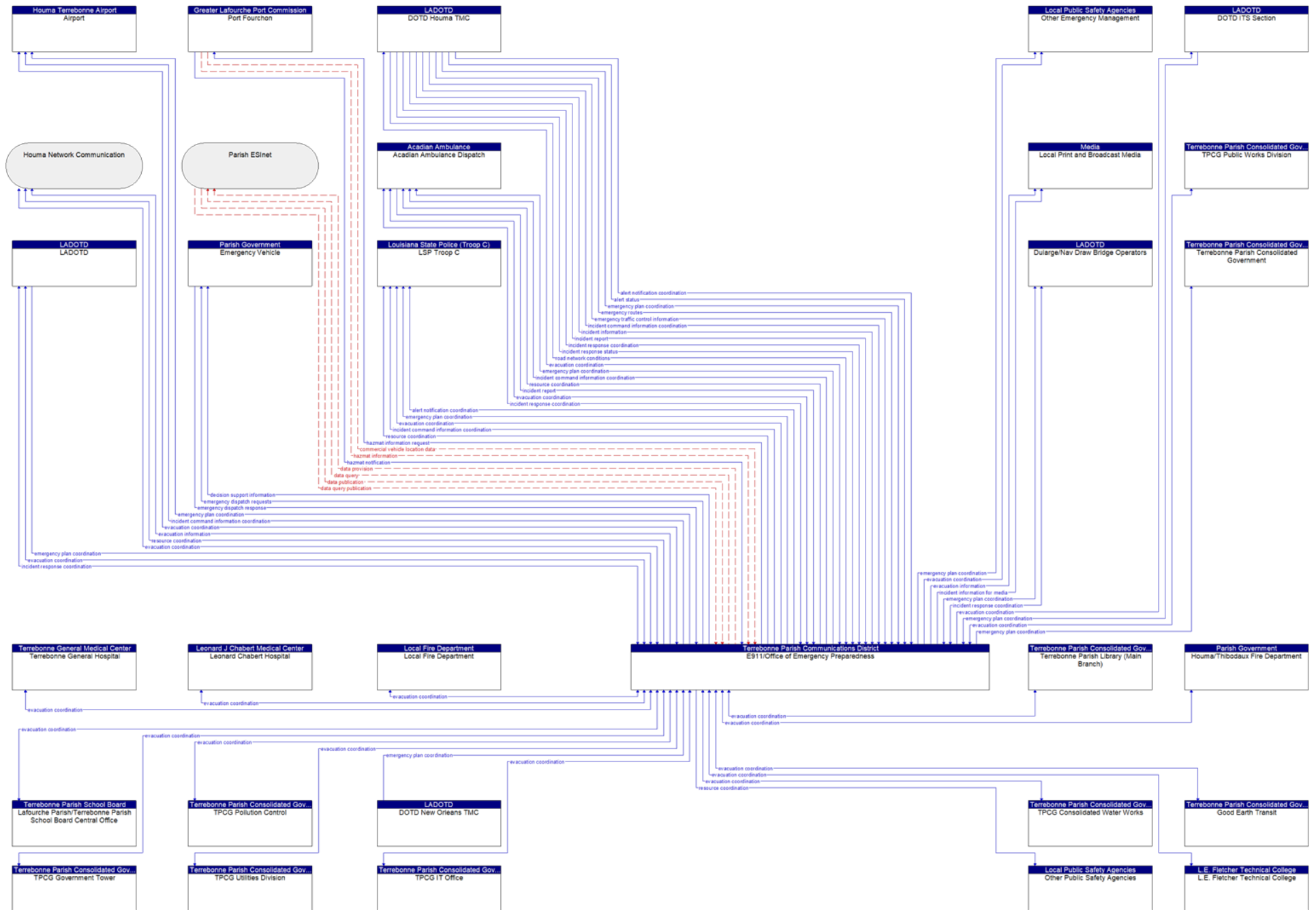


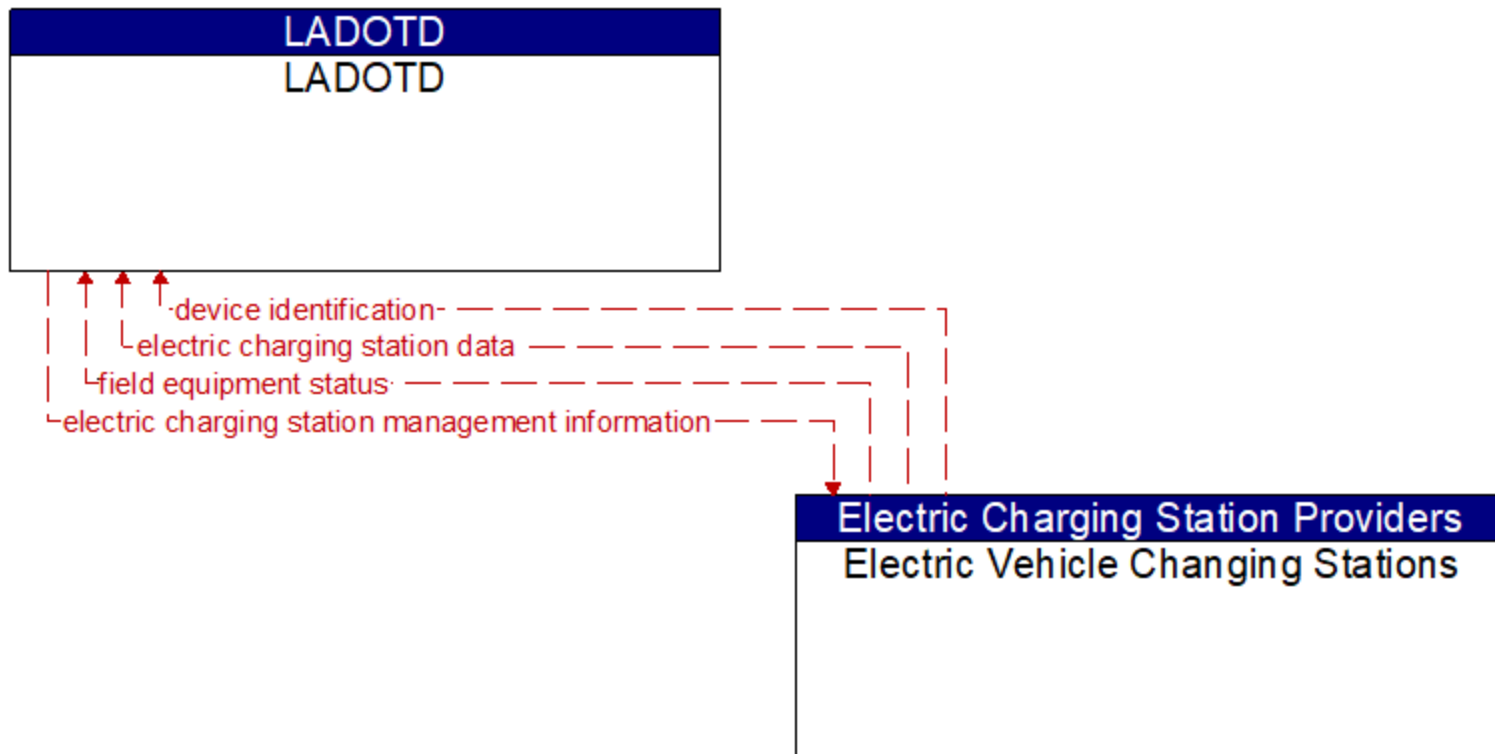
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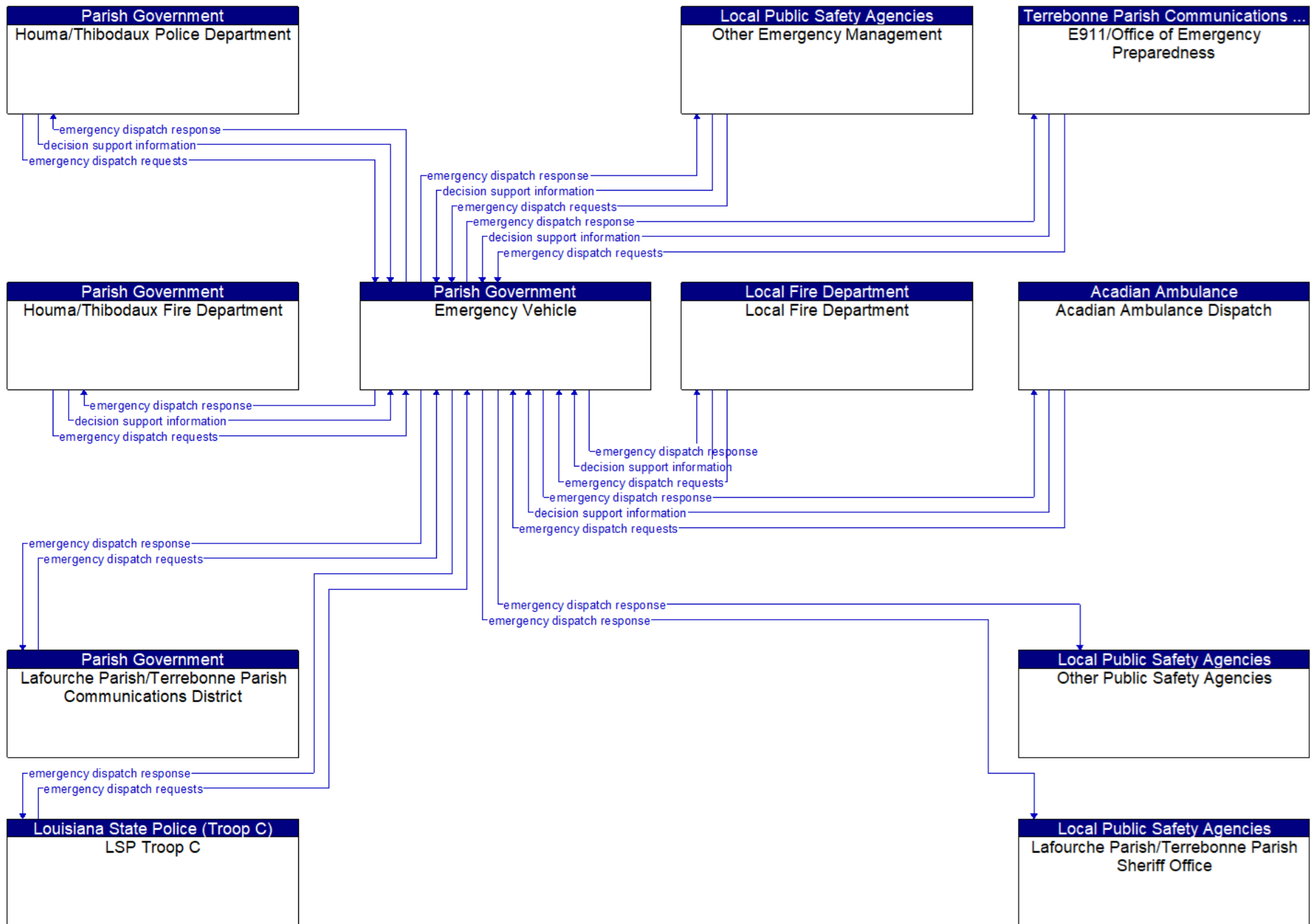


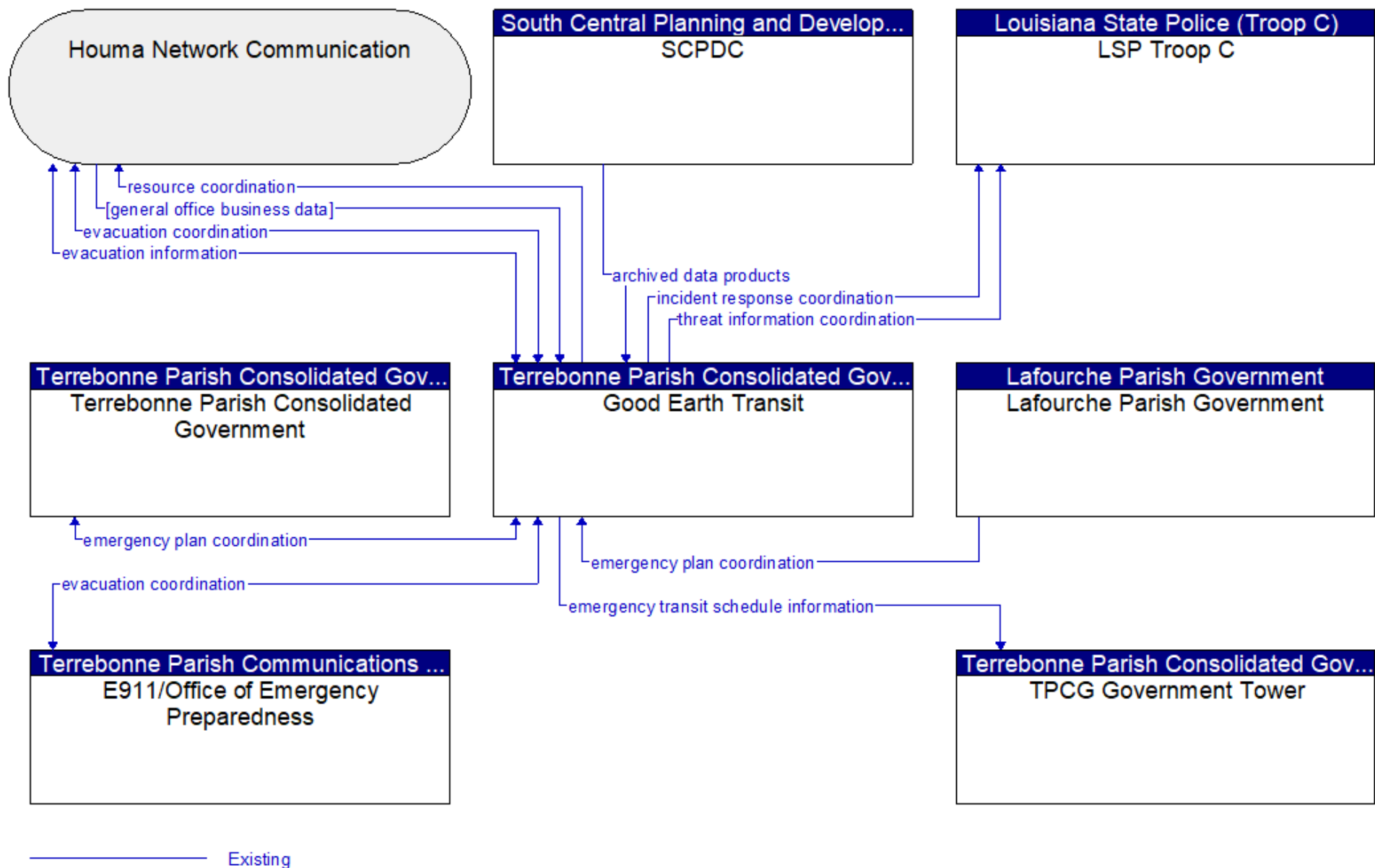




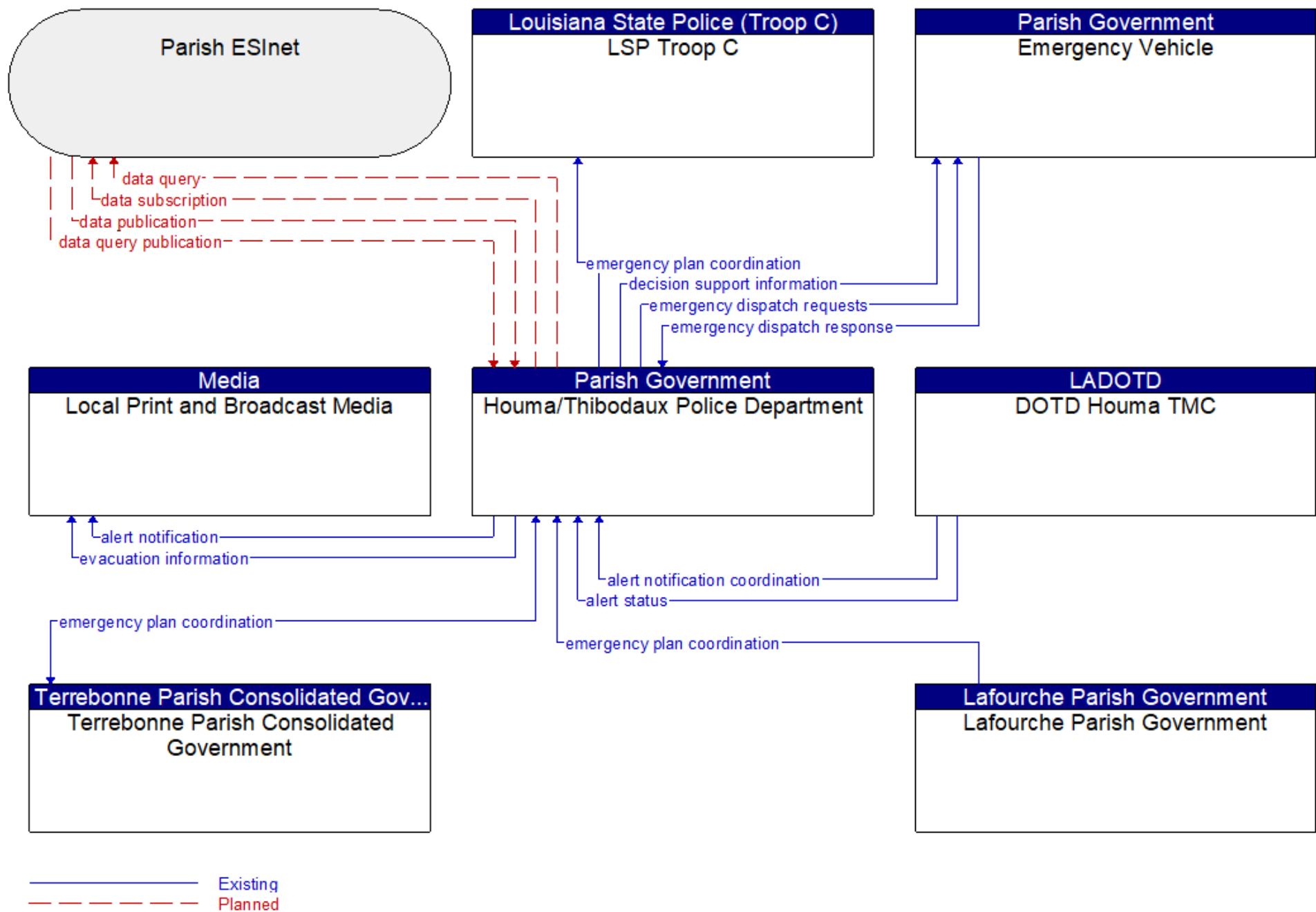
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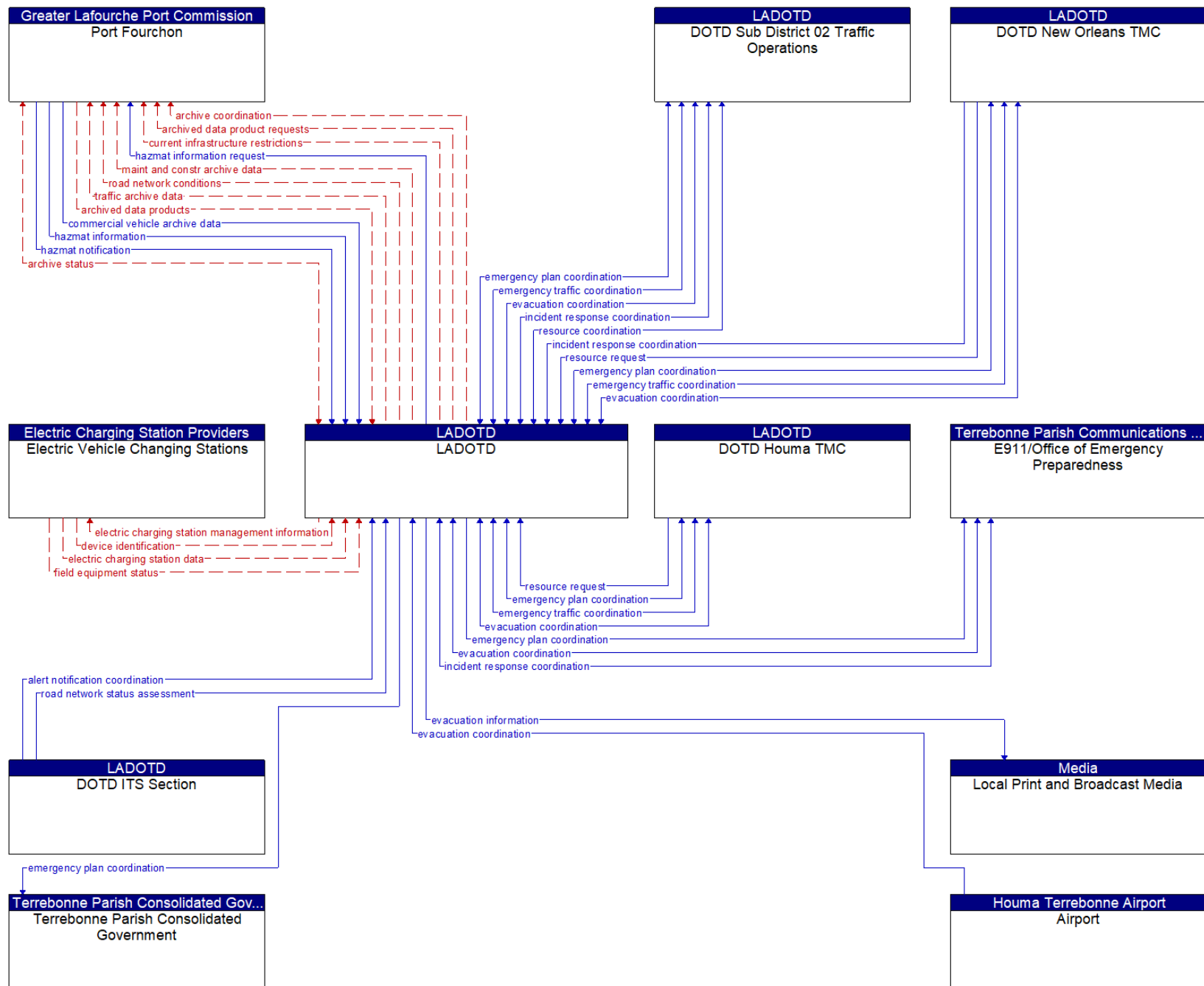




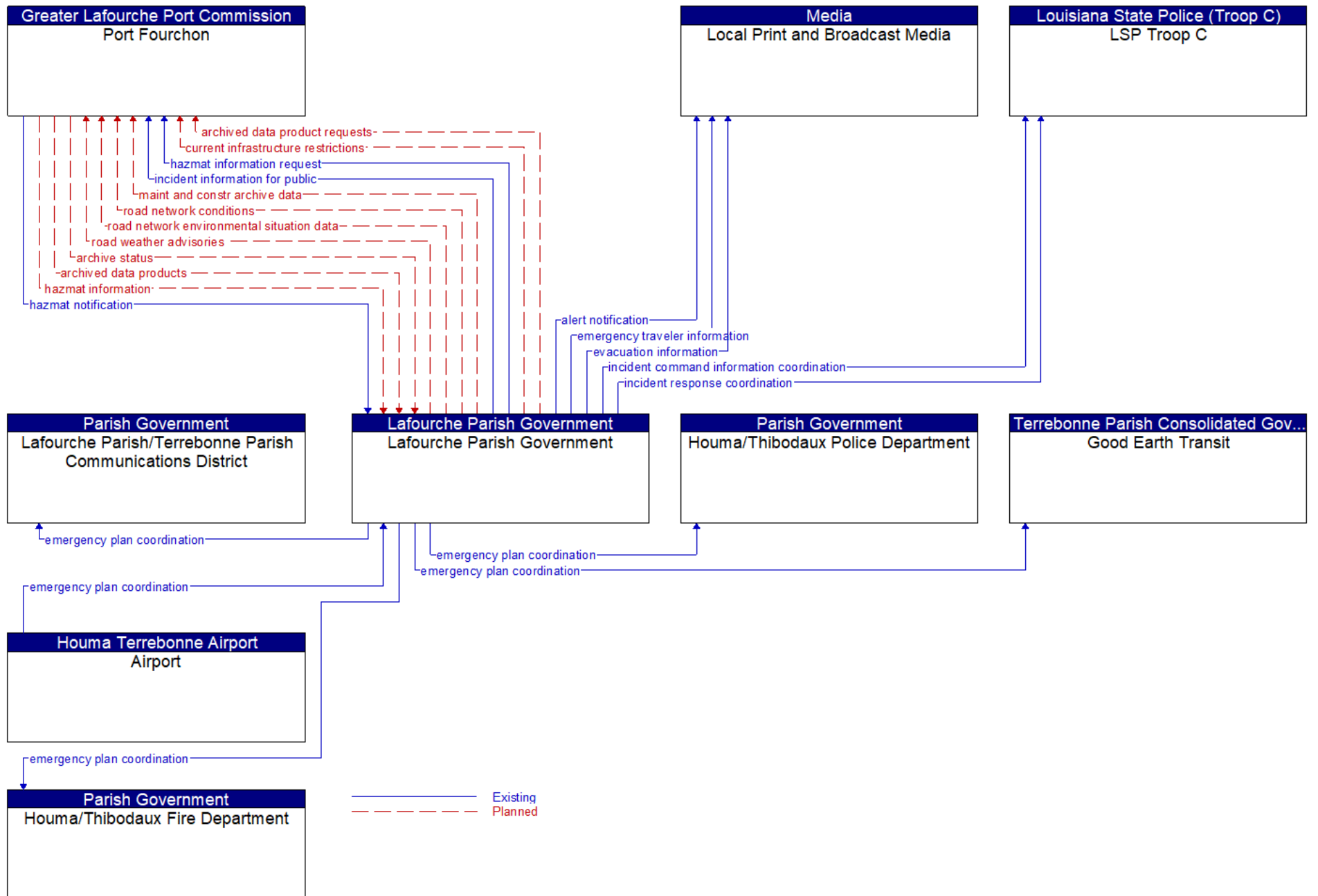


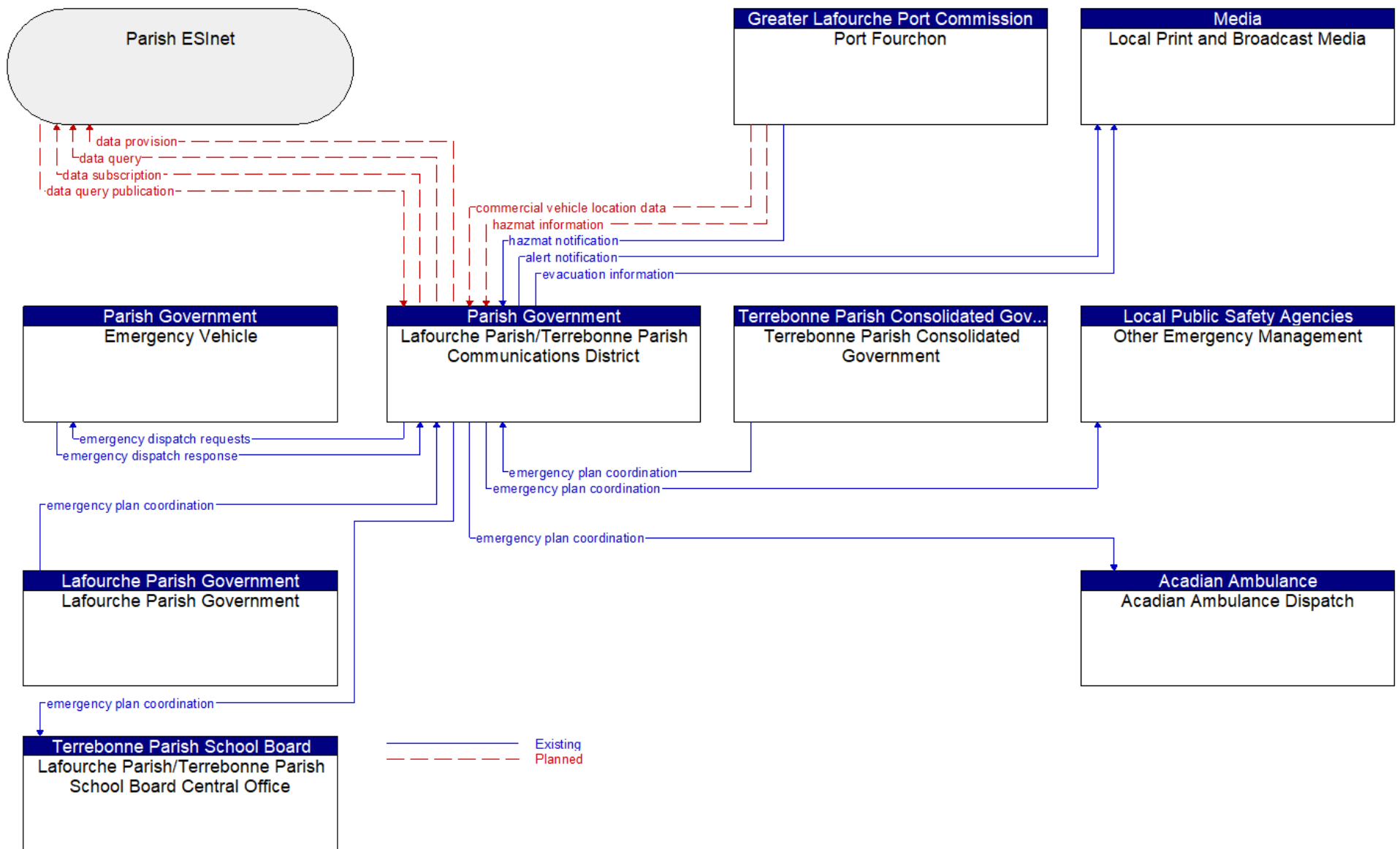


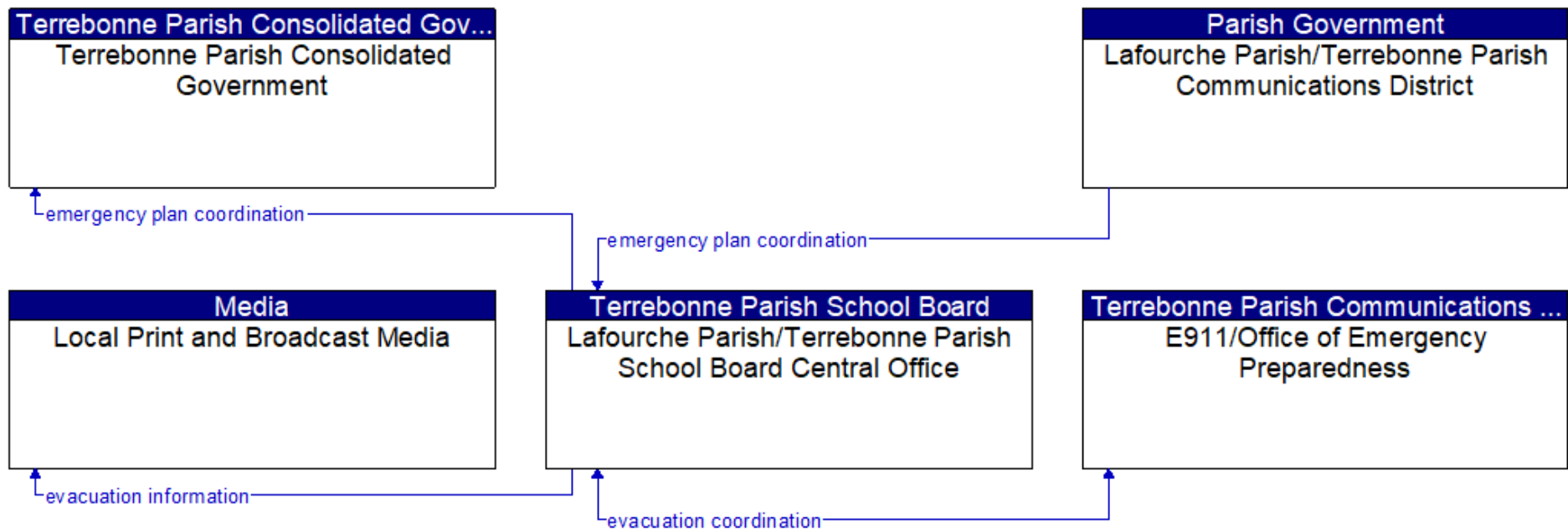




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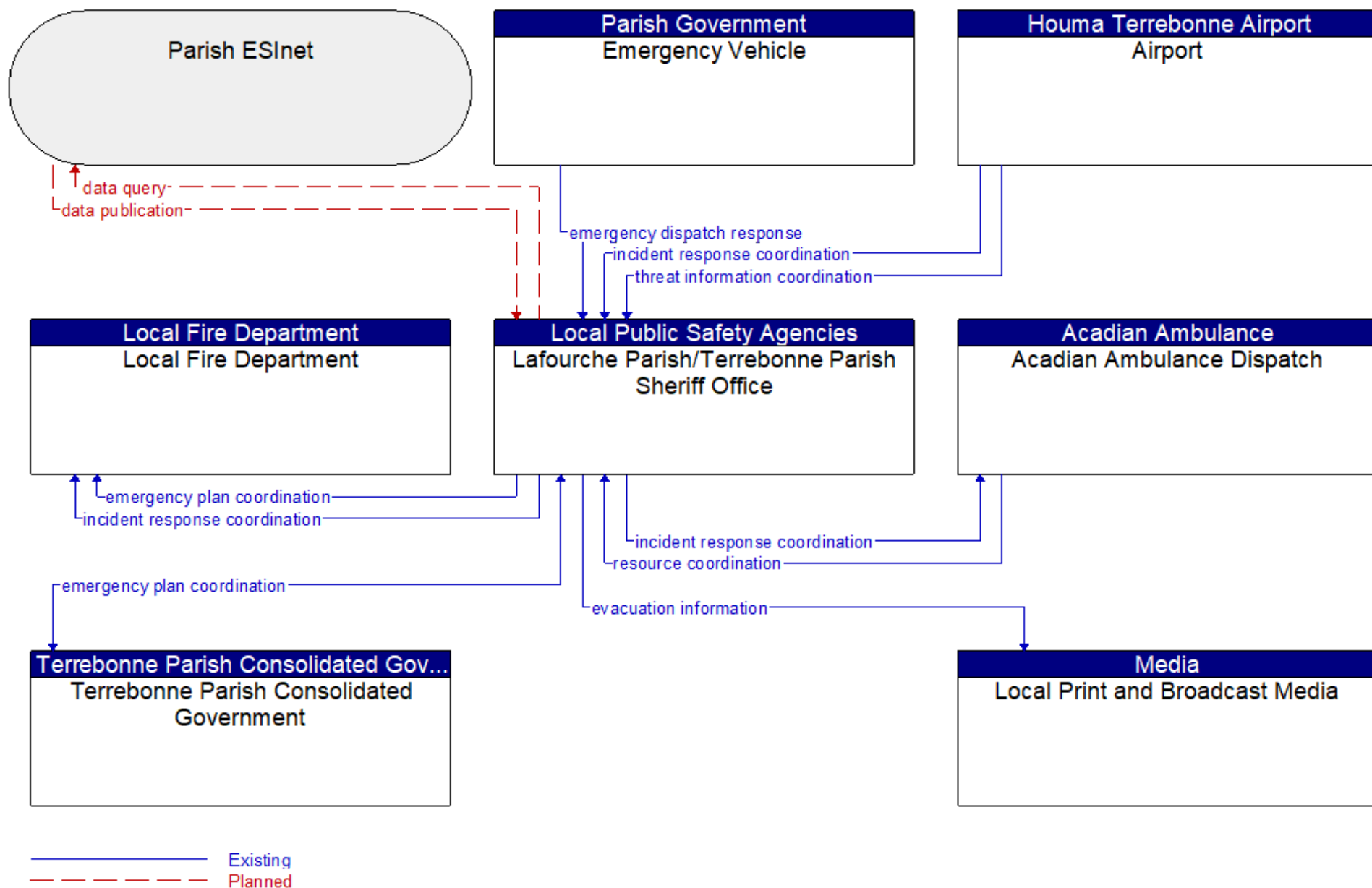


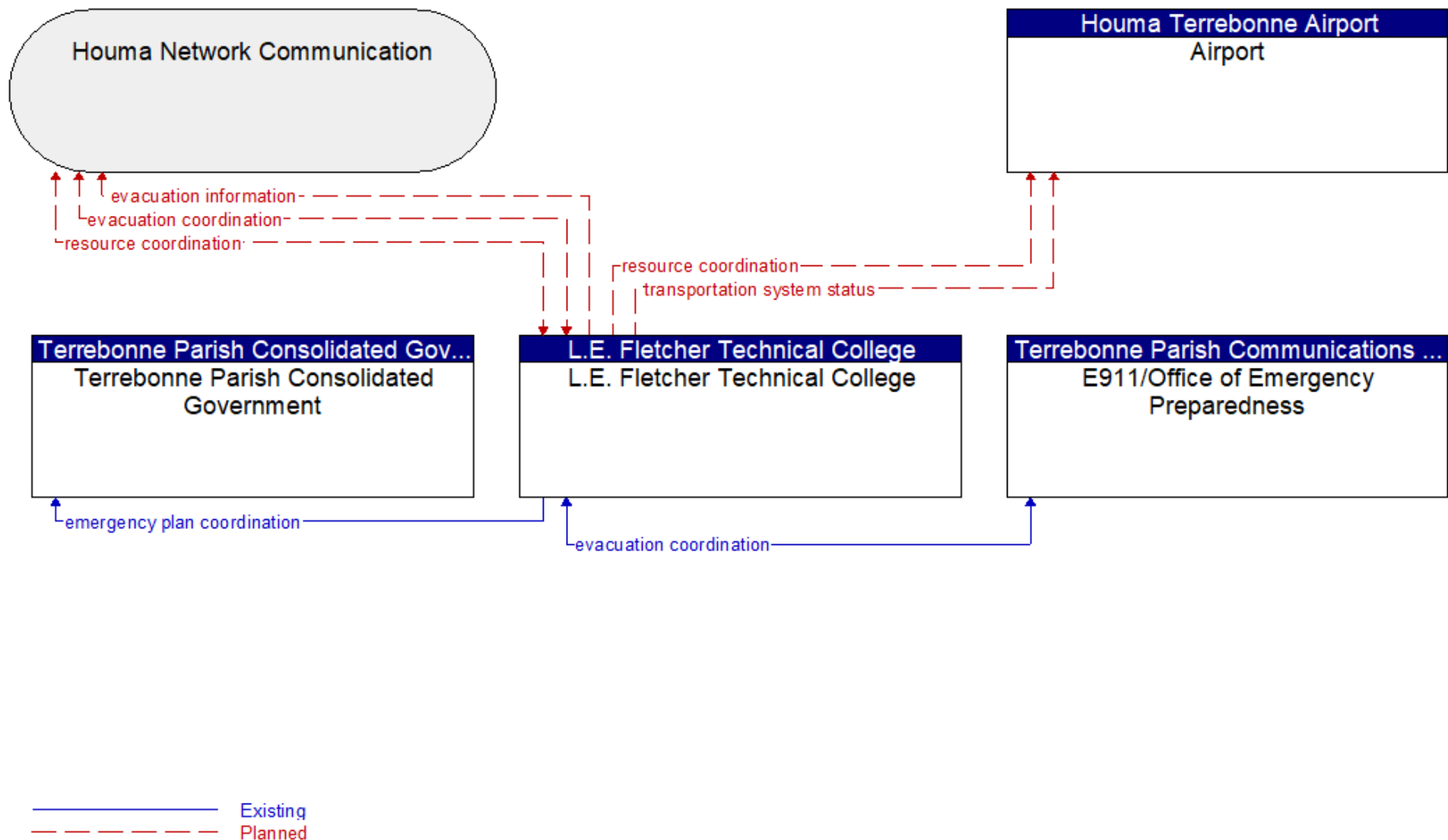


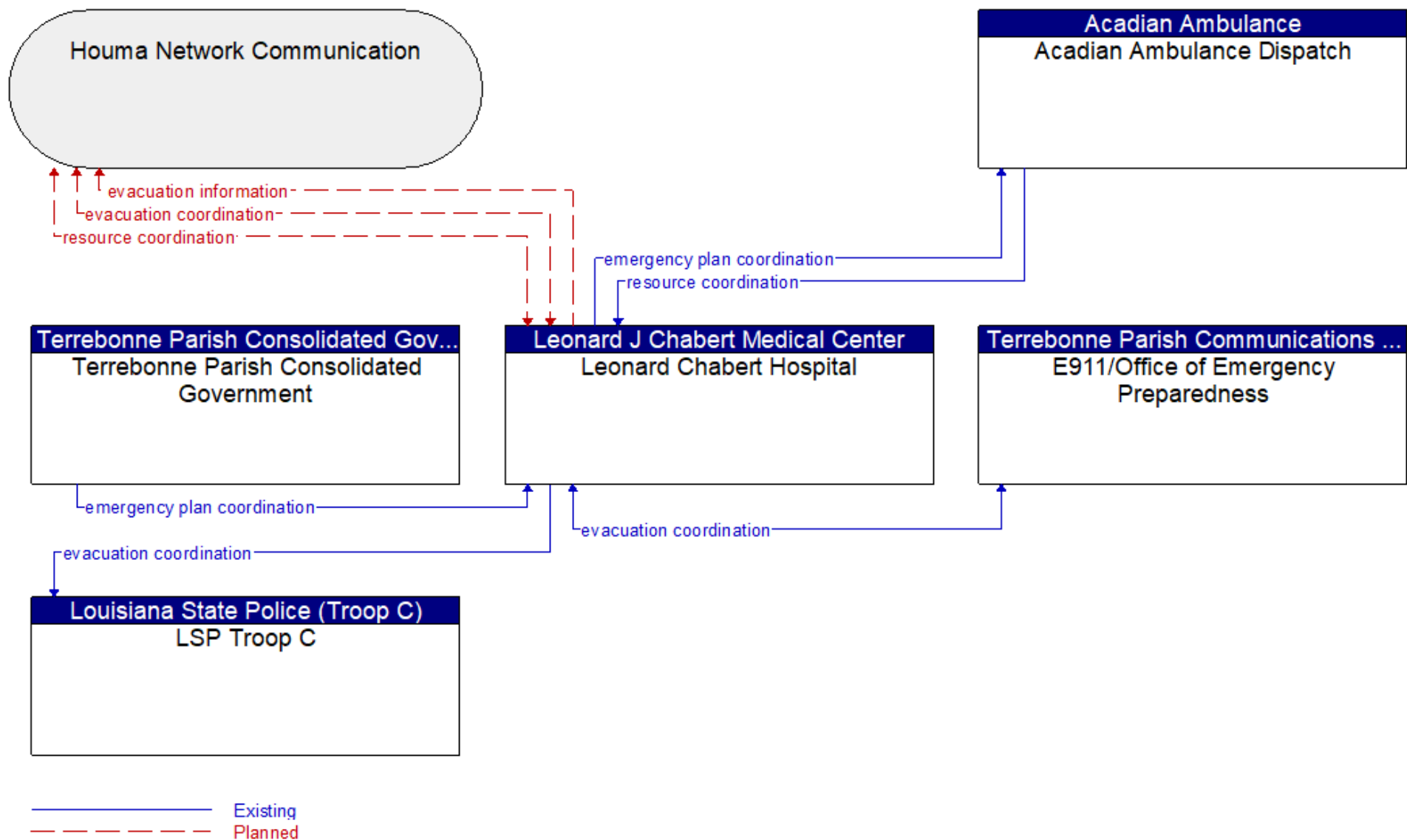


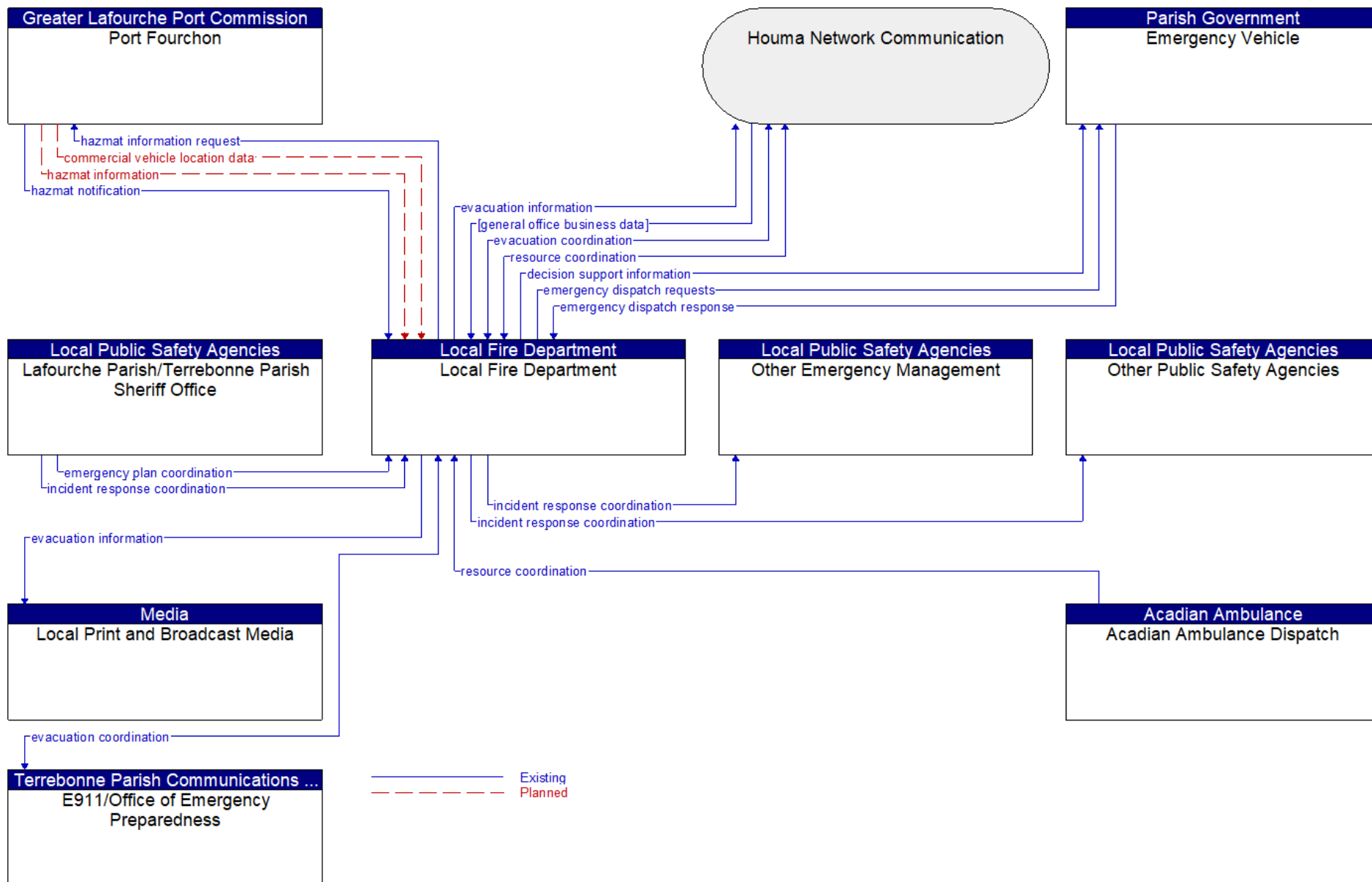
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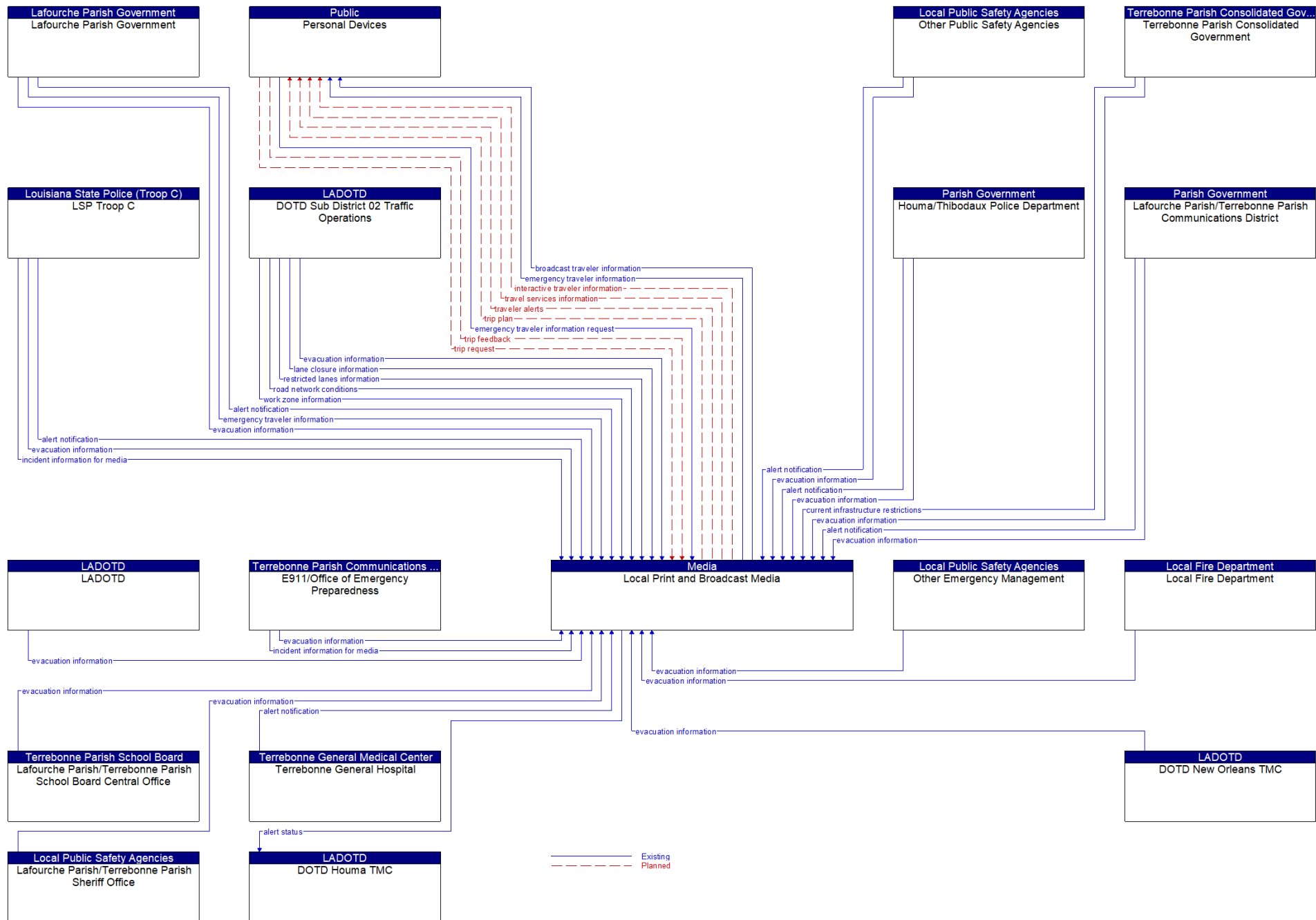


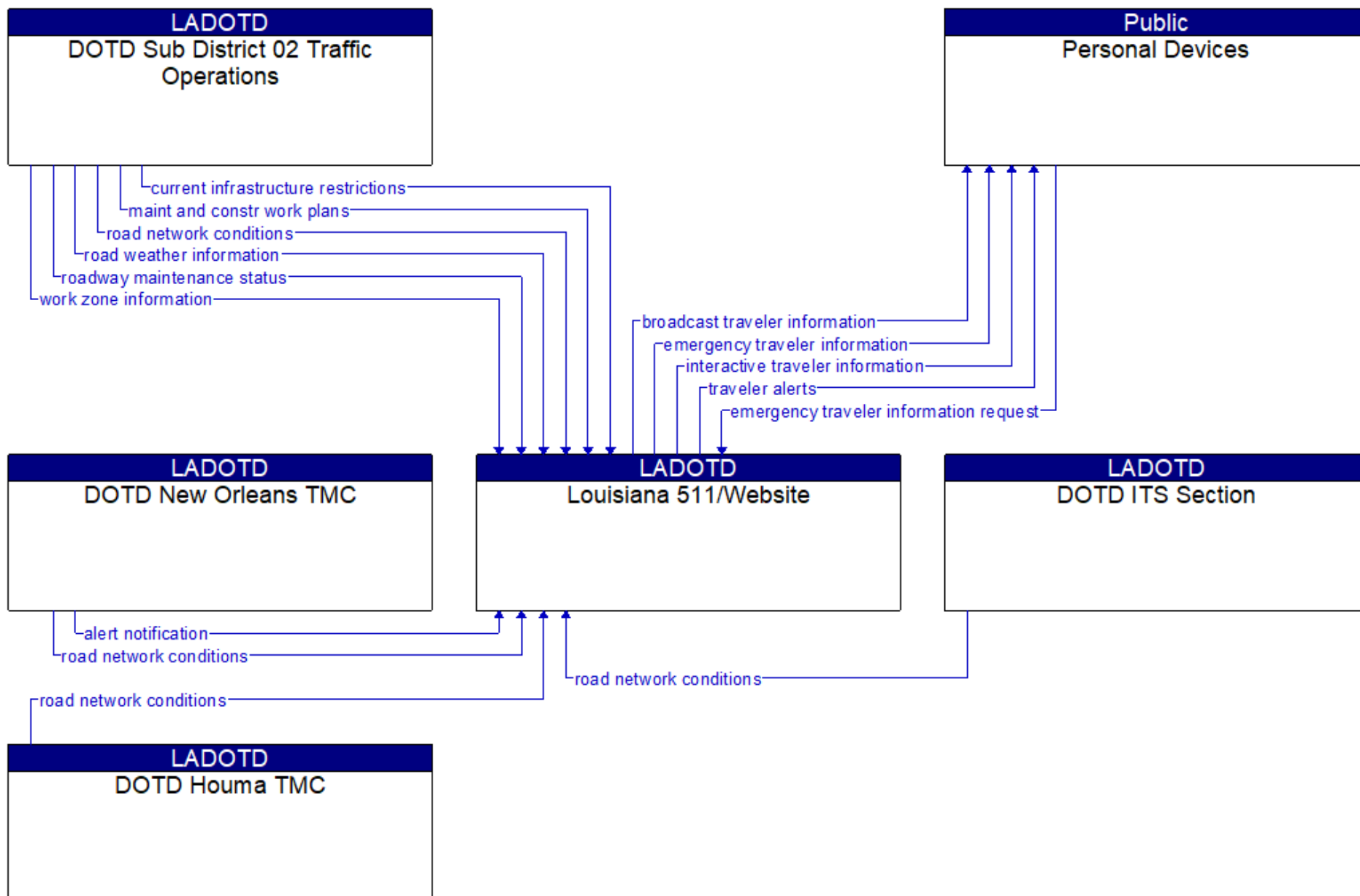






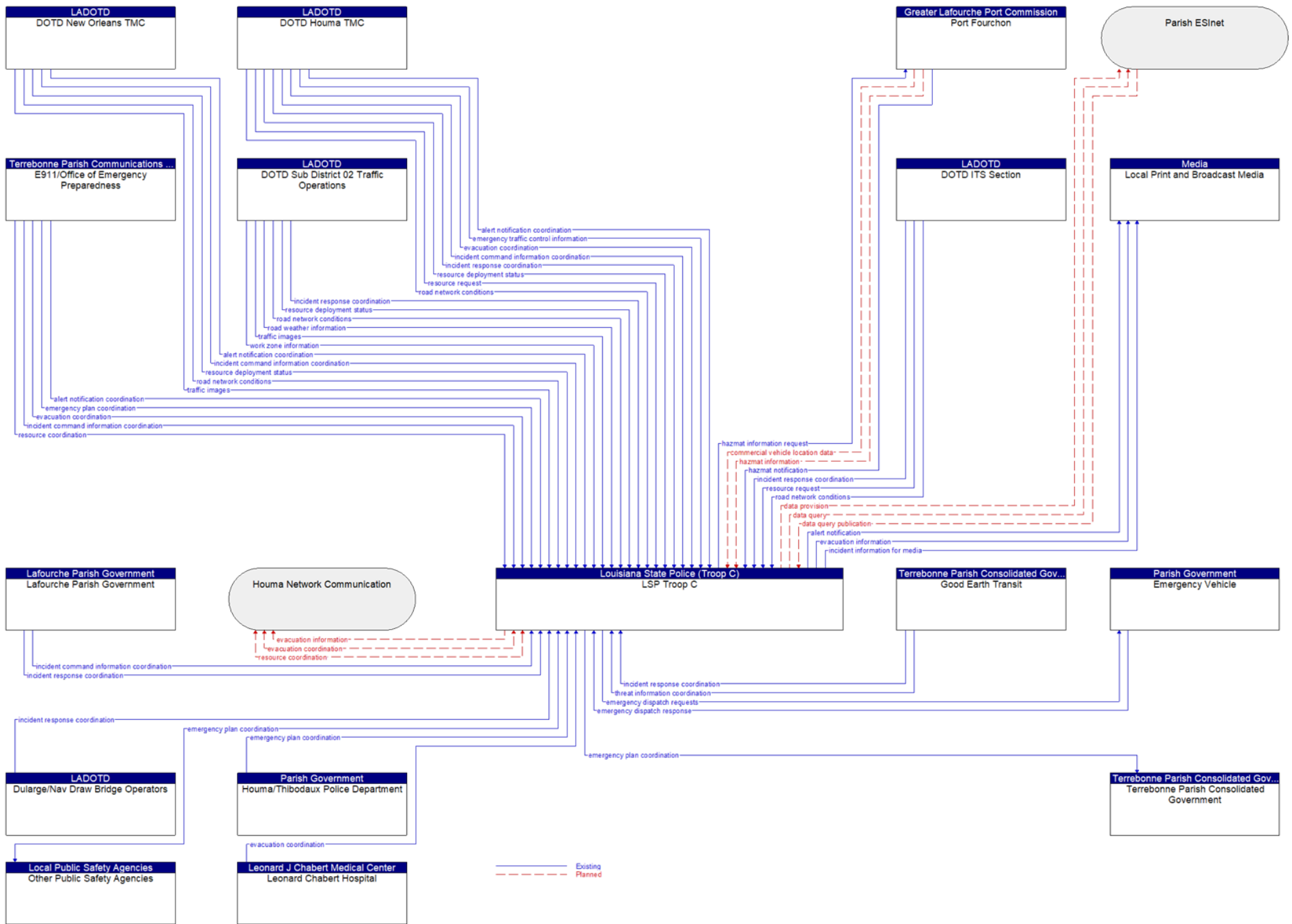


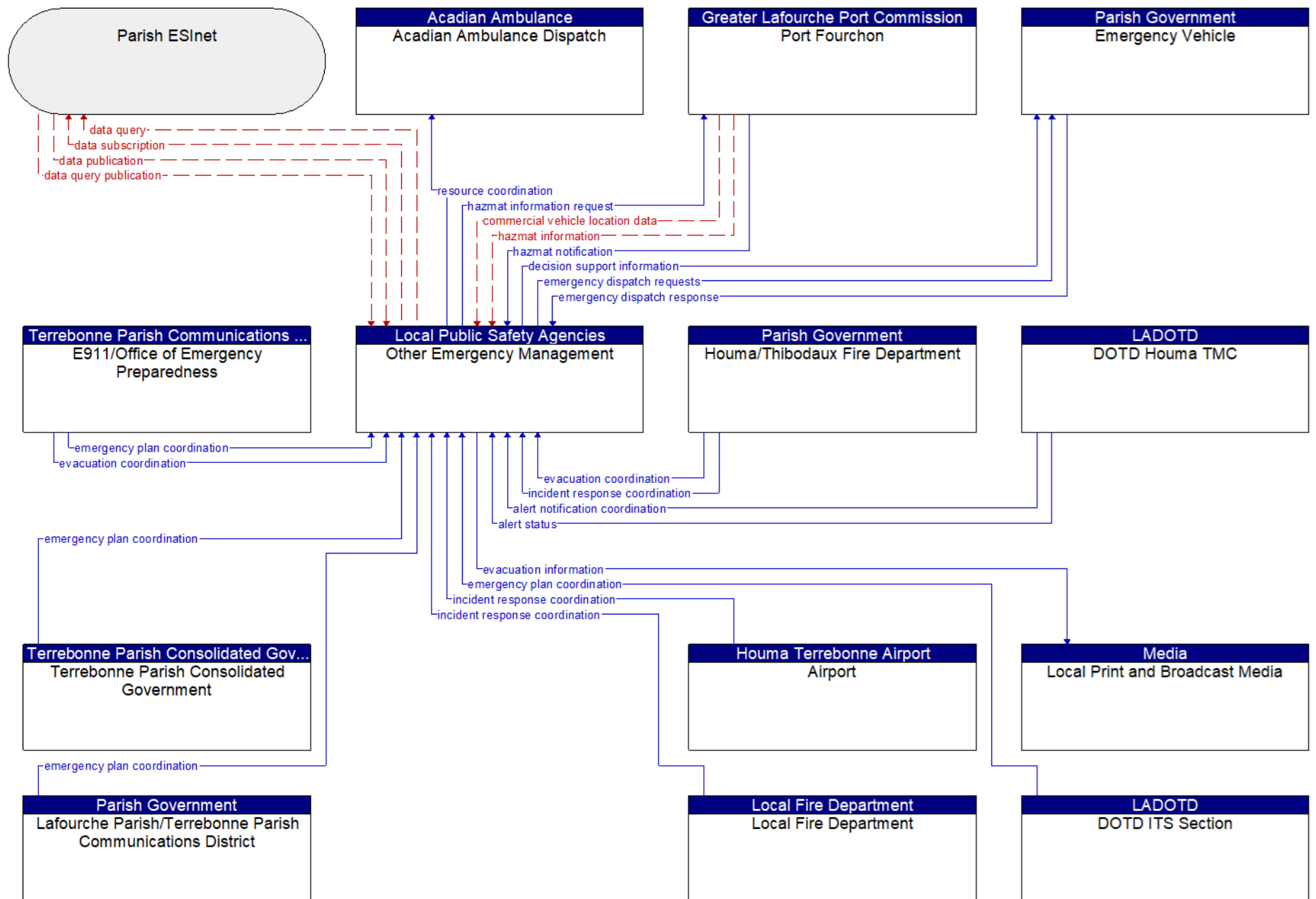


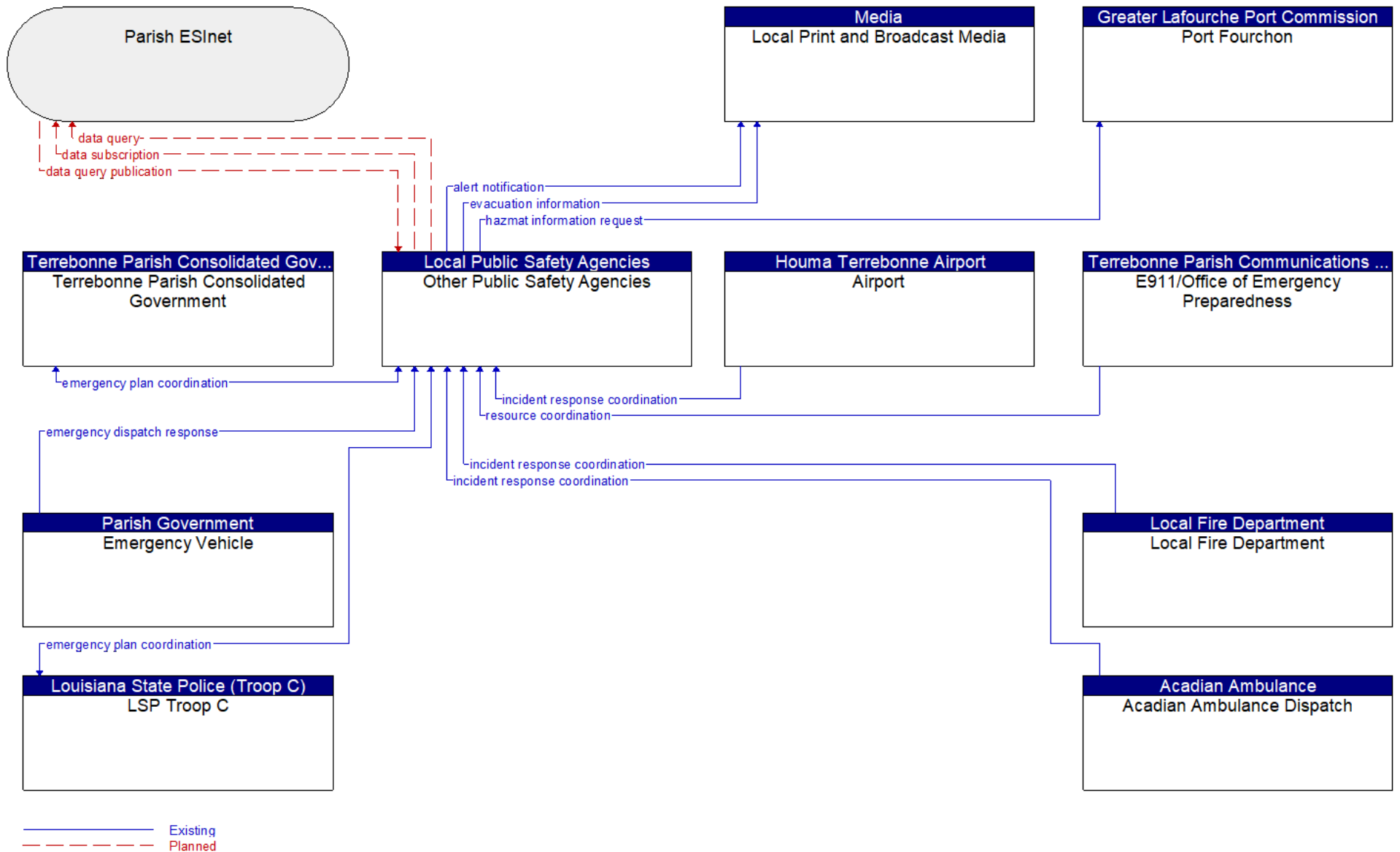


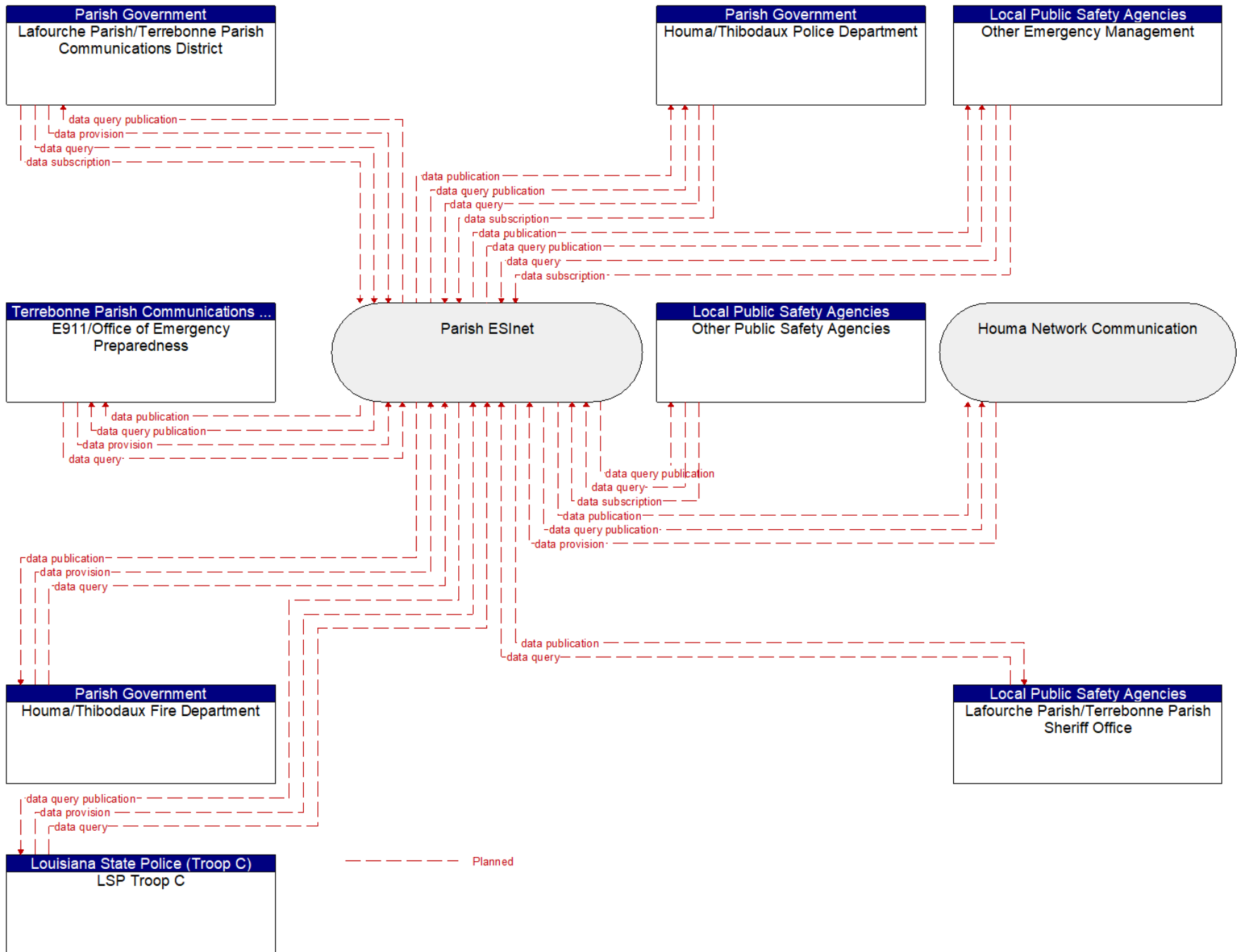
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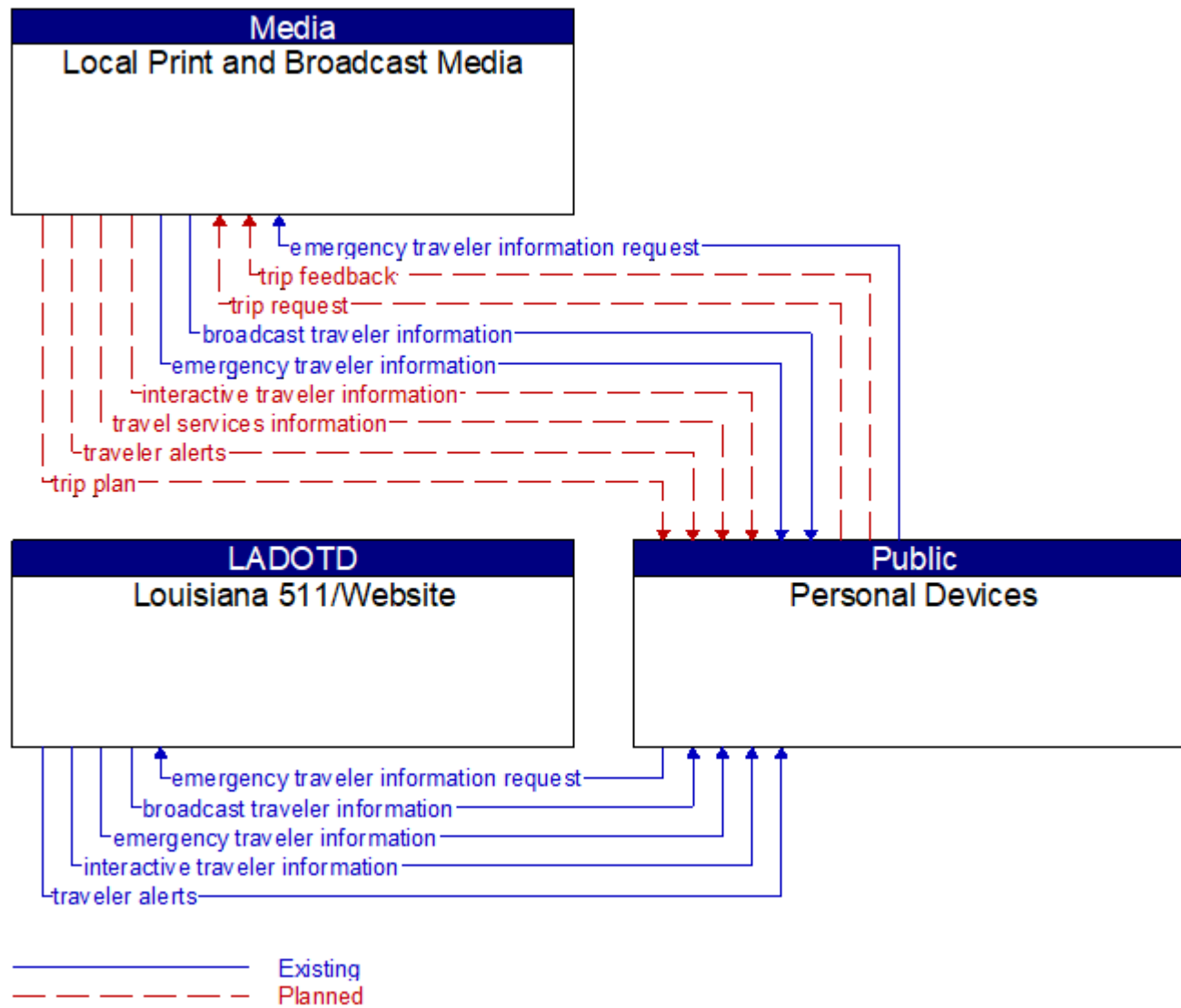


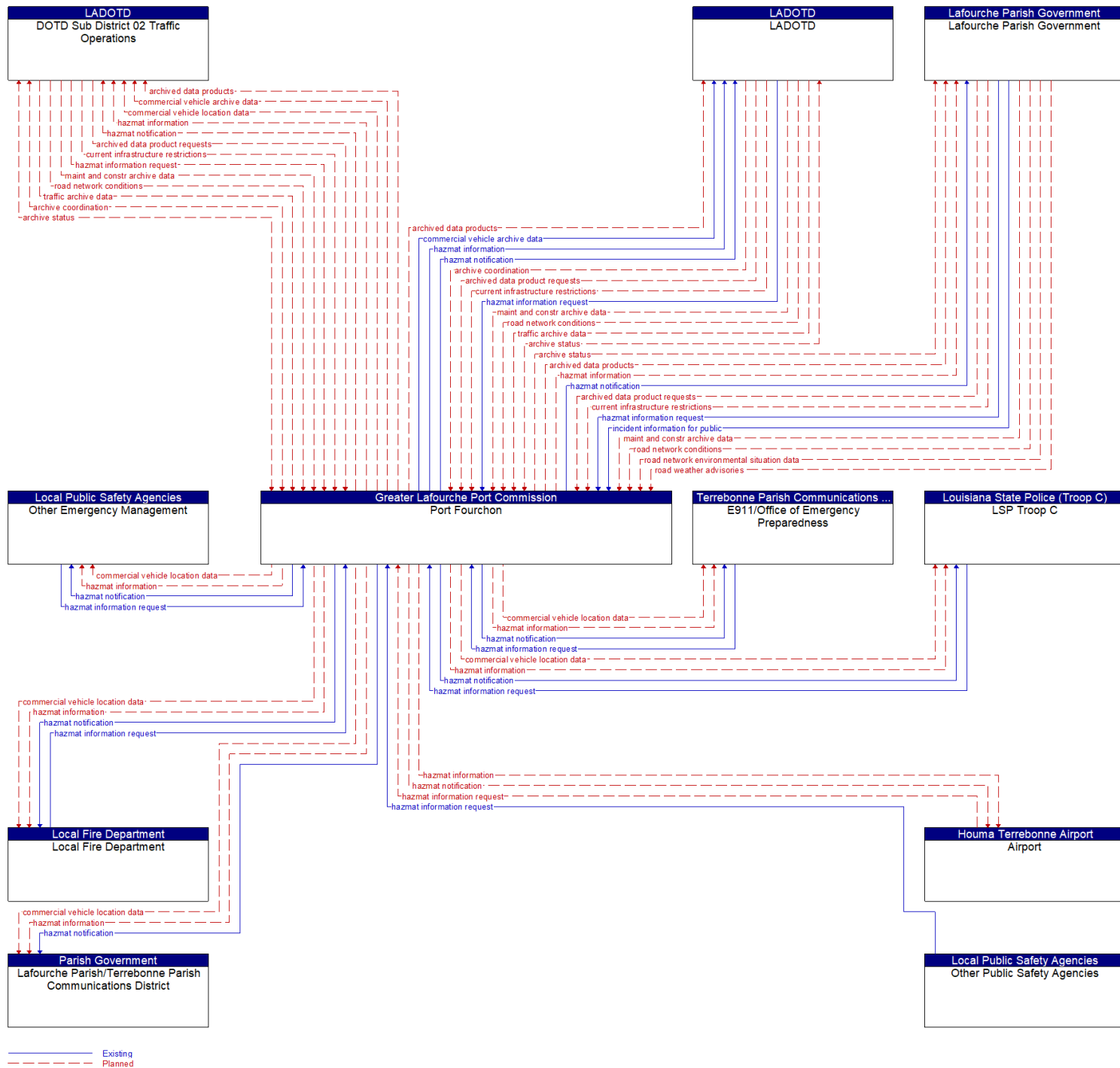


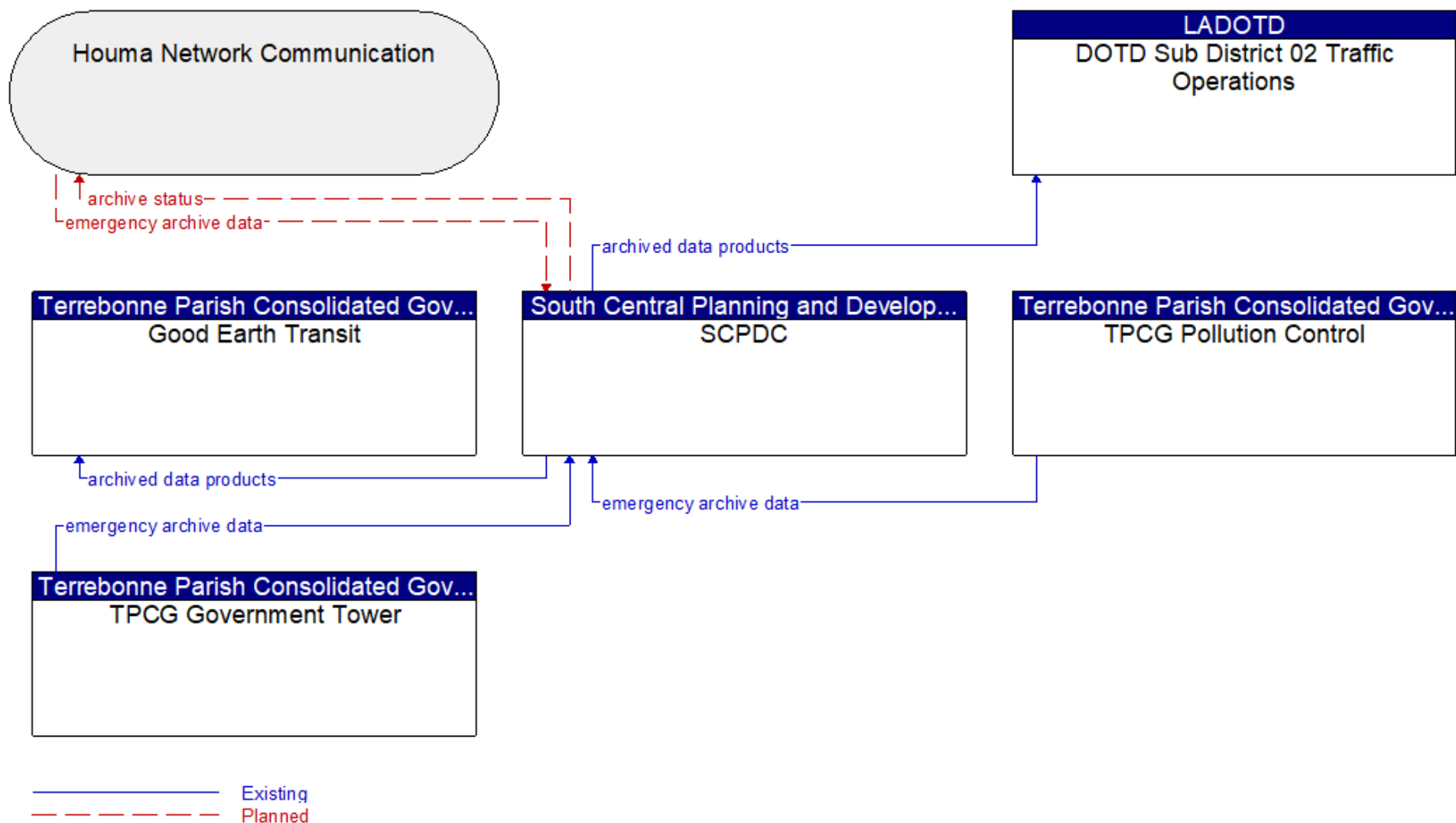


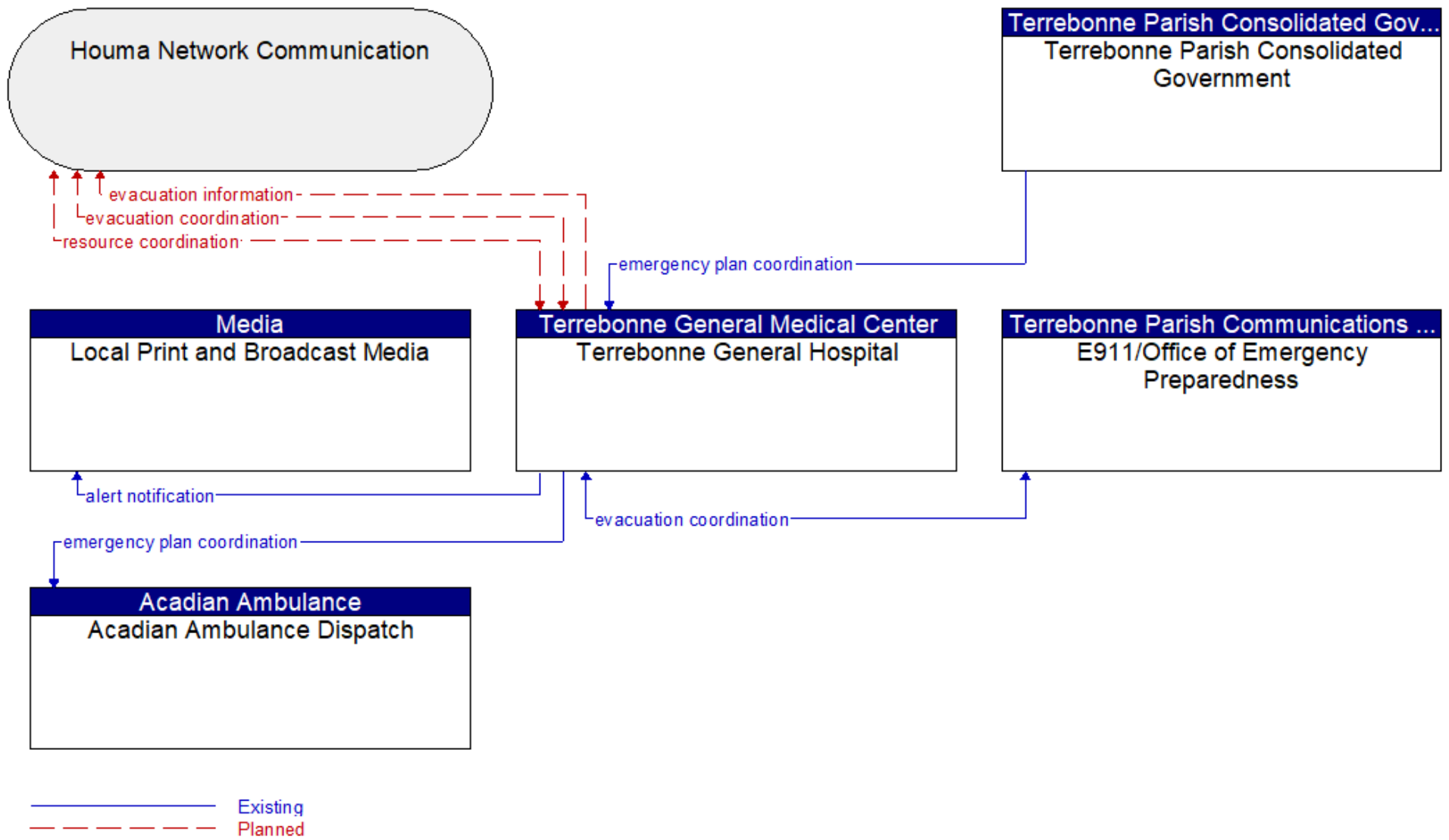


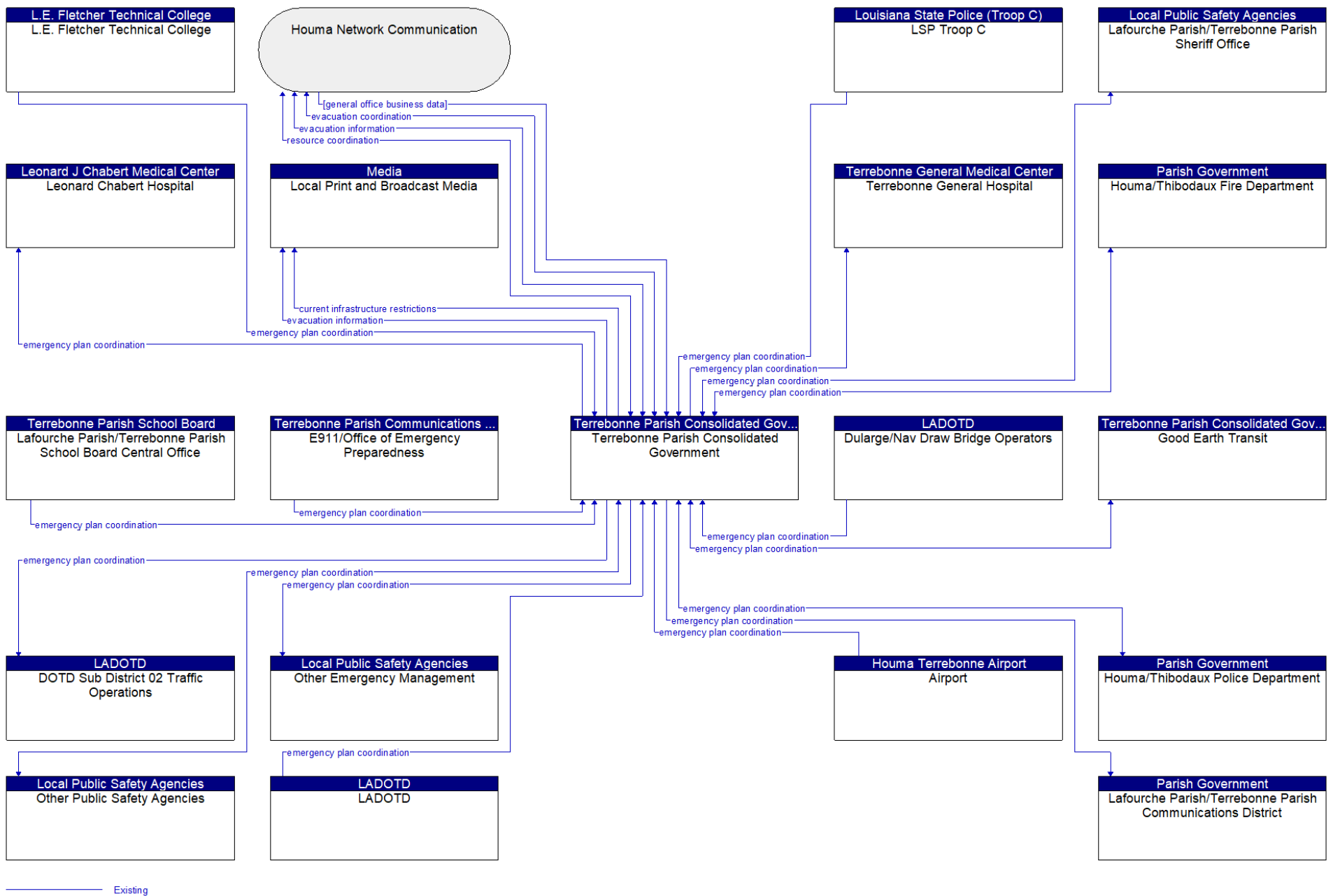


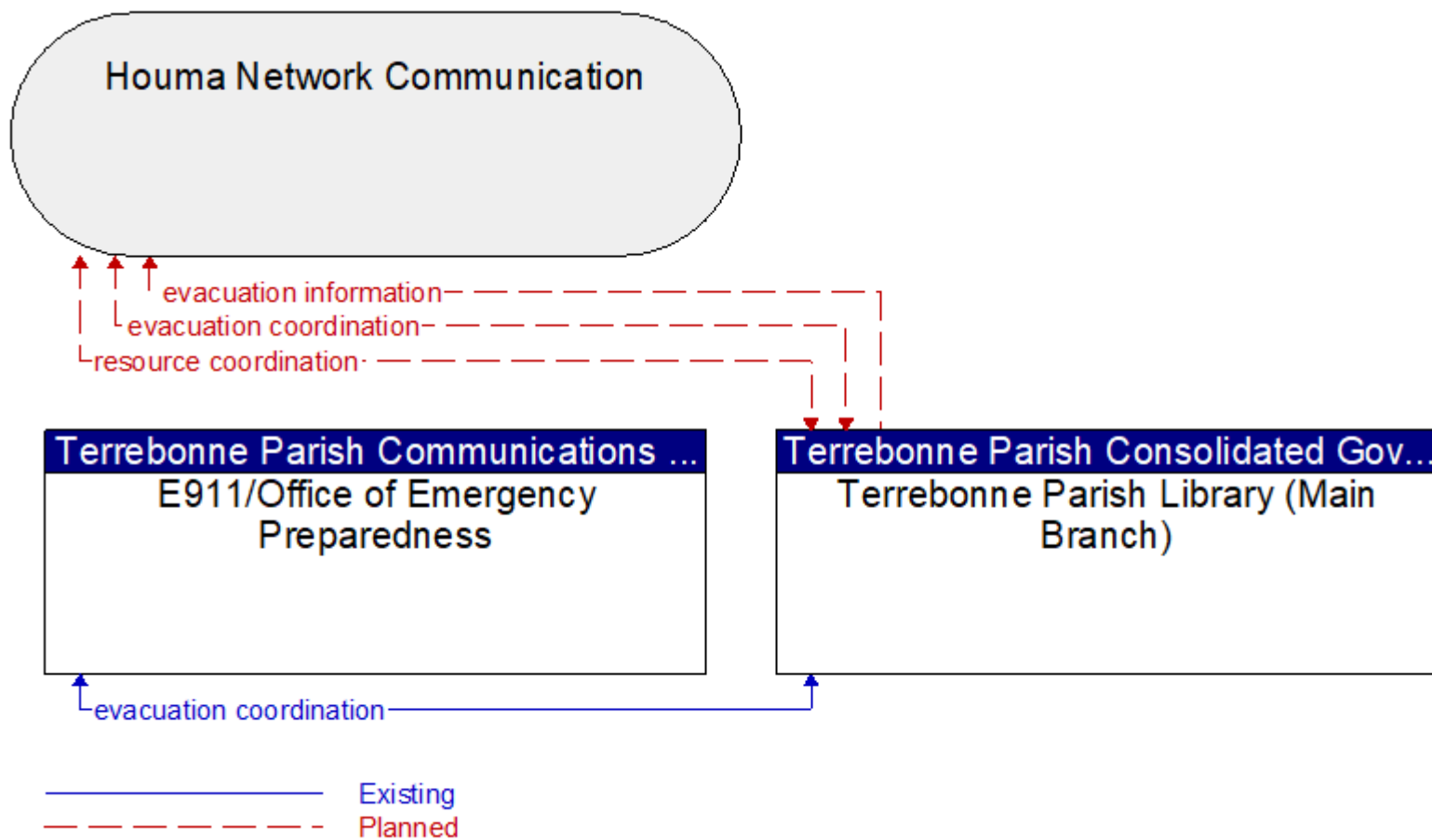


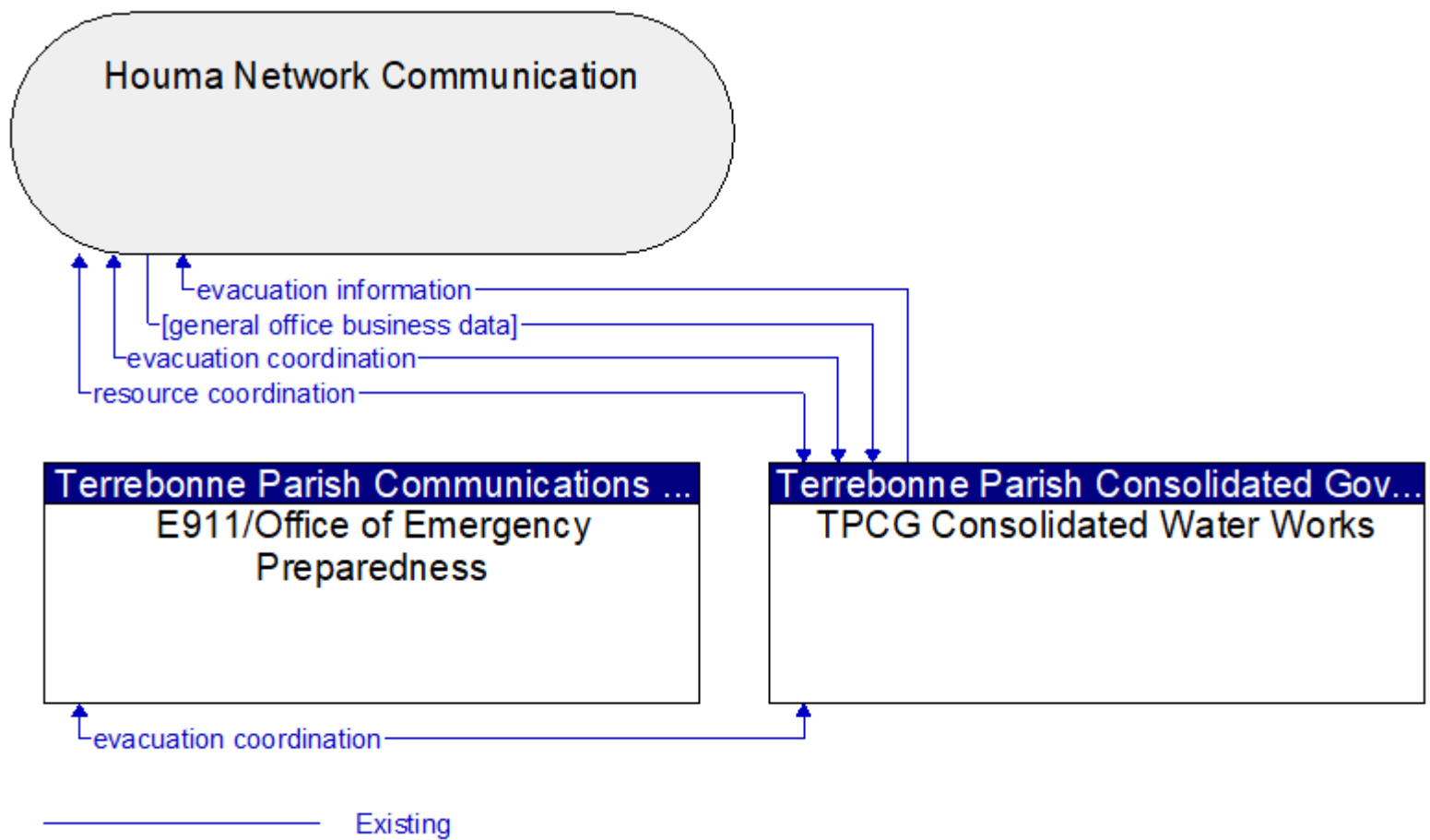


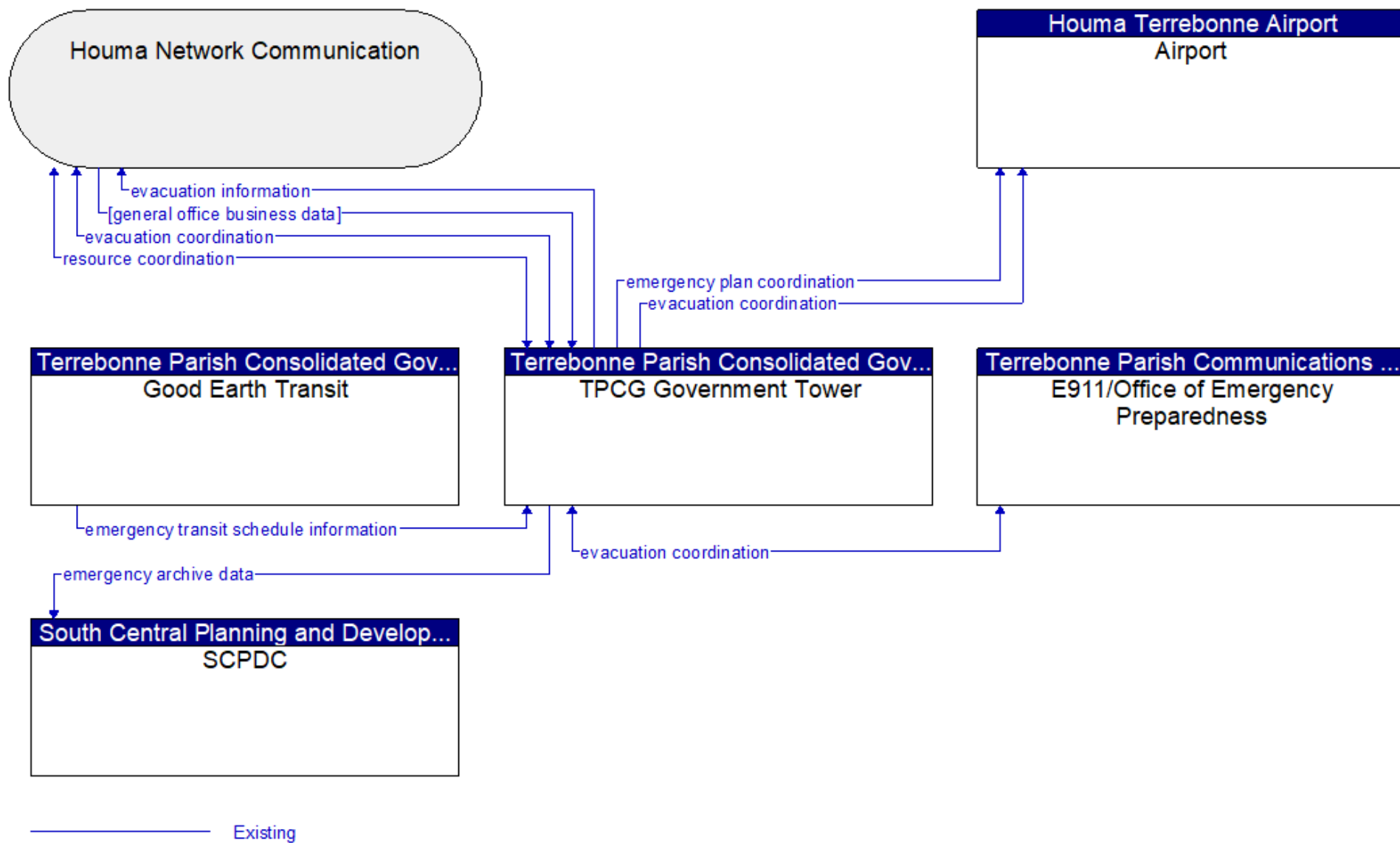


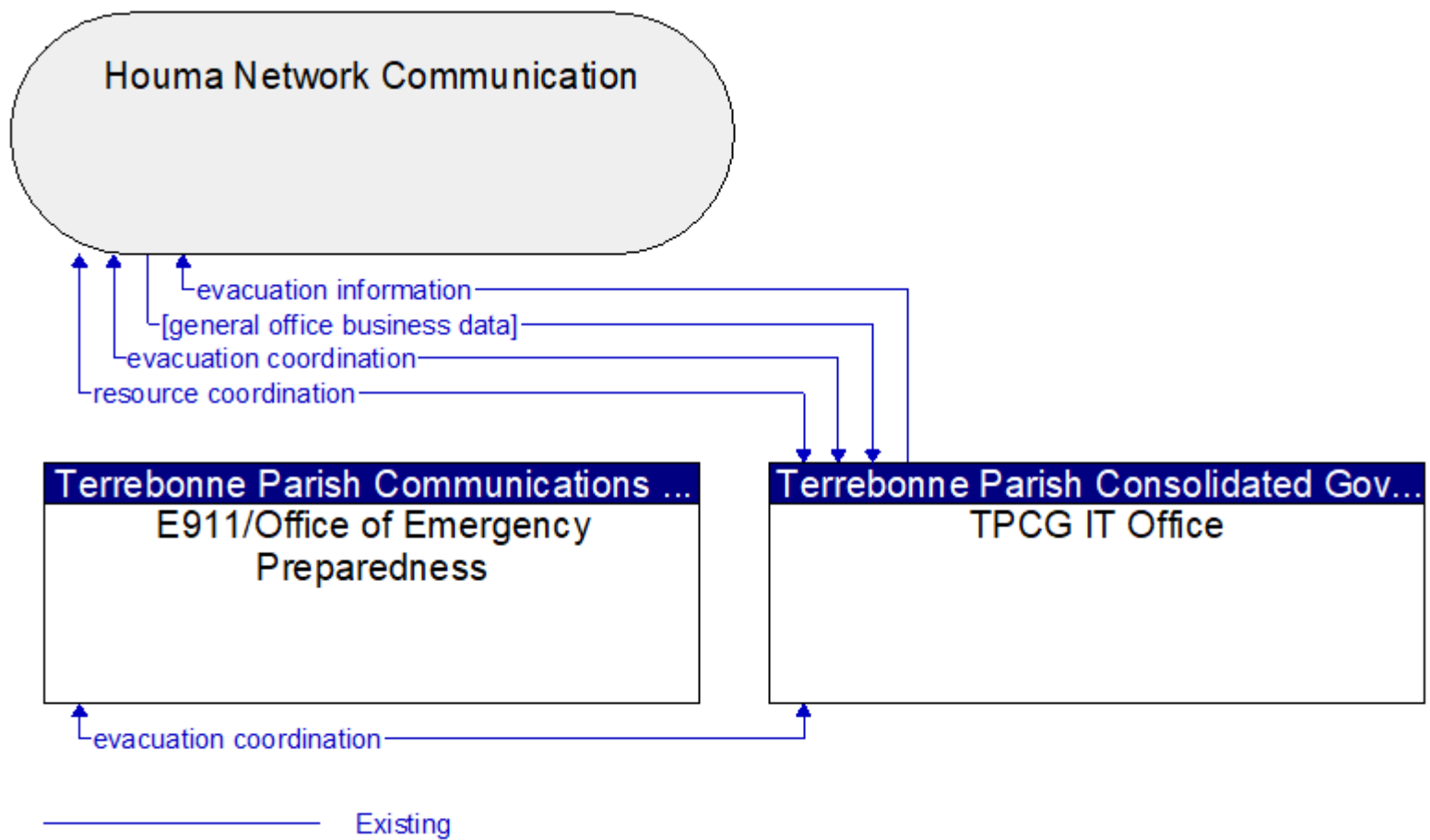


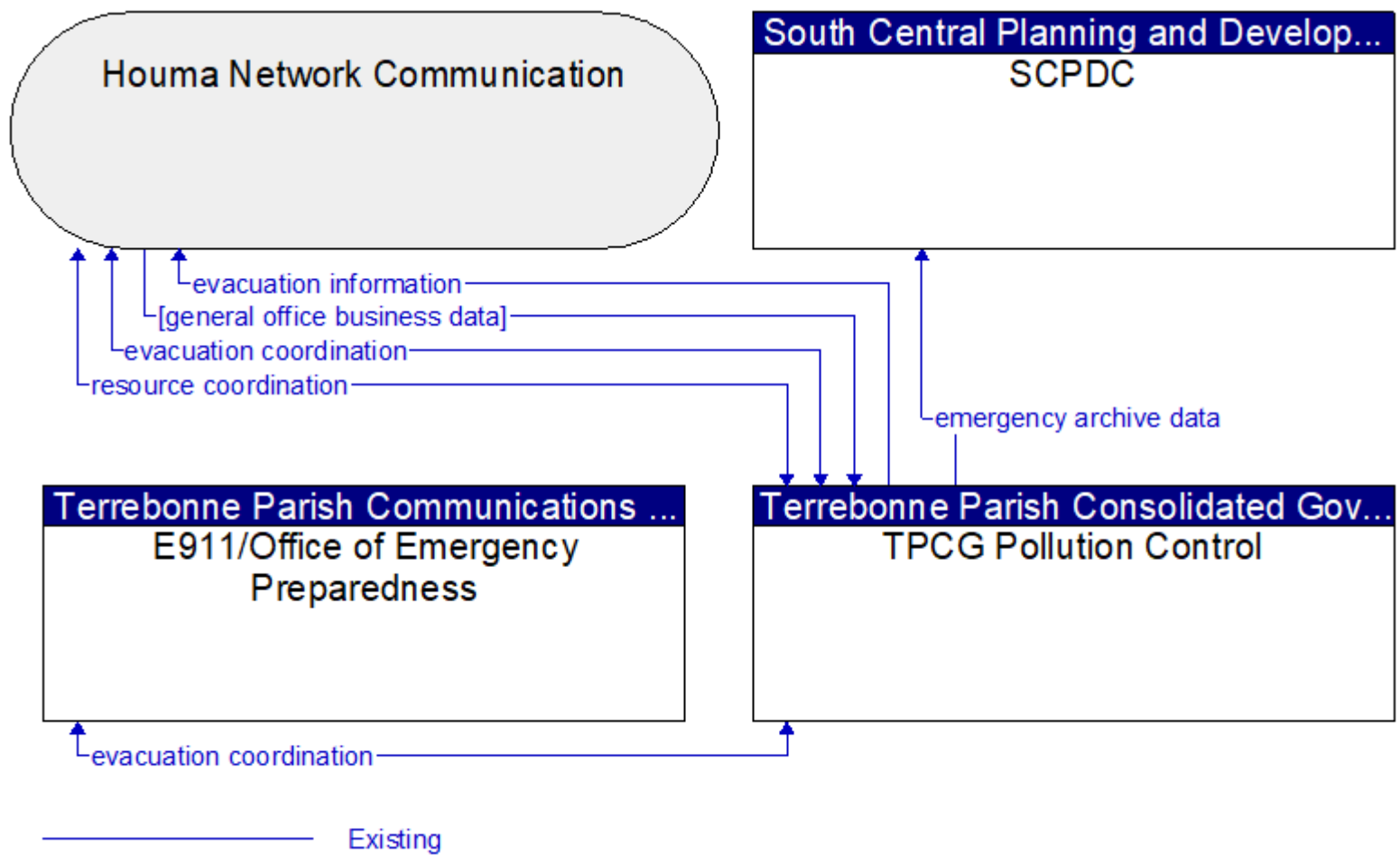


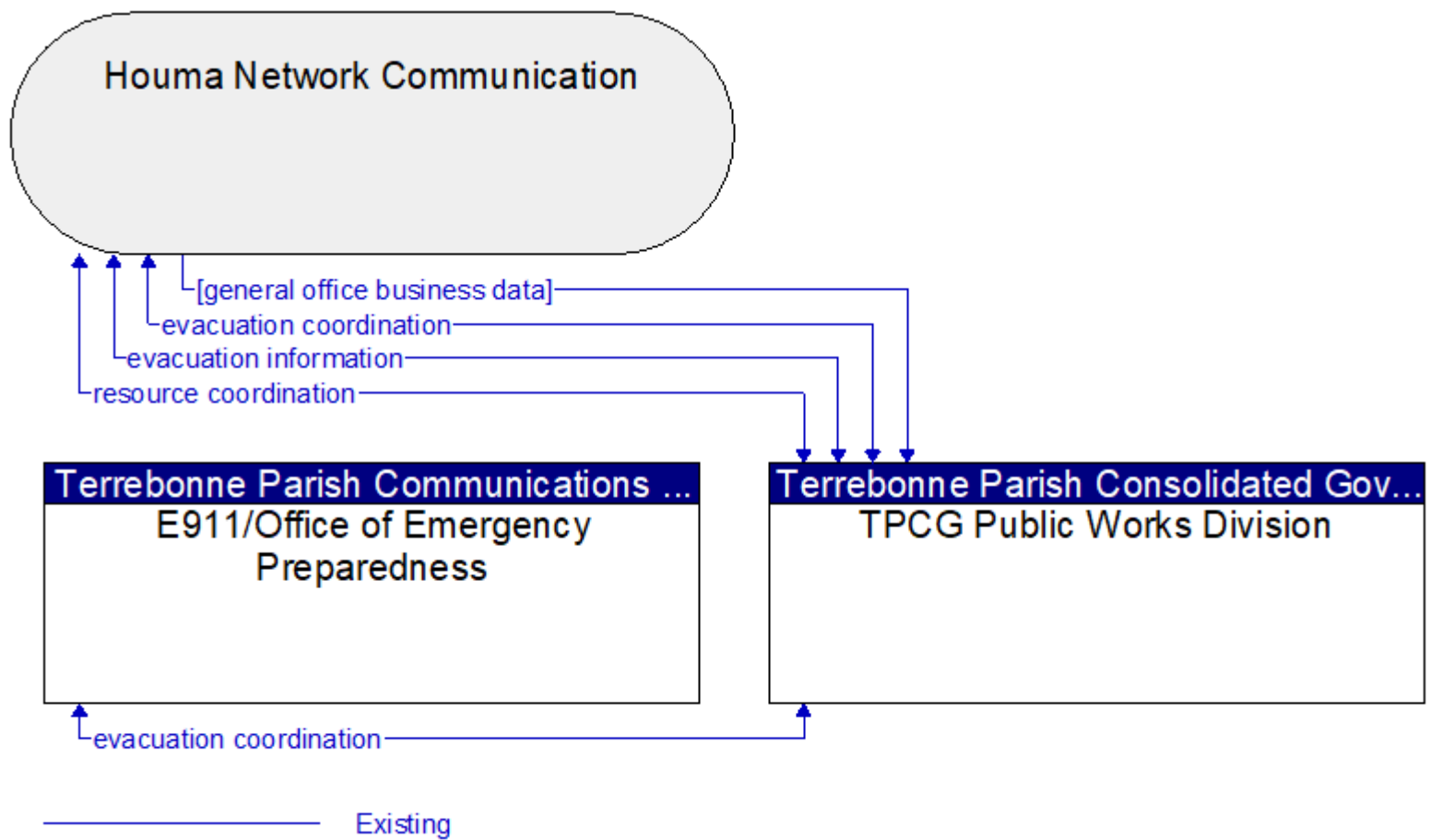


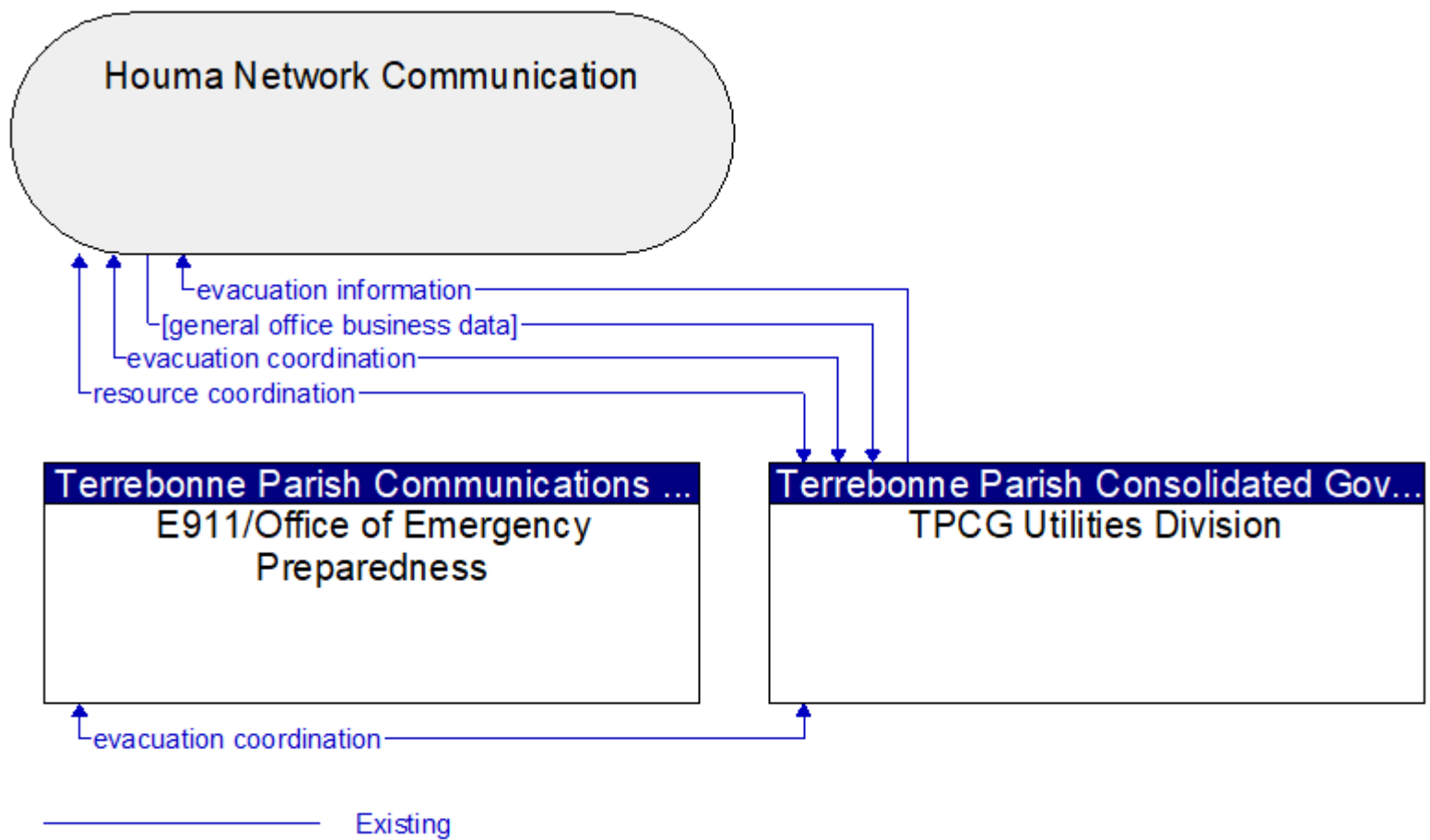












Appendix C – Copies of Agreements





BOBBY JINDAL
GOVERNOR

**STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT**

P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

www.dotd.la.gov
(225) 379-1025



SHERRI H. LEBAS
SECRETARY

**MEMORANDUM OF UNDERSTANDING (MOU)
Between the
Louisiana Department of Transportation and Development (DOTD)
and the
Terrebonne Parish Consolidated Government (TPCG)
Regarding
Network Administration for the Common Intelligent Transportation System (ITS)
Communications Network in the Houma-Thibodaux Metropolitan Area**

The purpose of this Memorandum of Understanding (MOU) is to serve as a letter of no objection to provide for the management, use and administration of DOTD's common ITS communications network services and equipment relative to the Houma-Thibodaux area as a cooperative effort by DOTD and TPCG. Be it understood by the parties:

1. DOTD has made available dedicated fiber optic communications strands in the DOTD ITS backbone cable and dedicated wireless communications links to TPCG.
2. DOTD agrees to cooperate with TPCG for its use of the deployed ITS as more fully described in the DOTD *System Engineering Analysis Houma ITS Phase 3 and 4, April 2010*, as may be amended, the *Houma ITS Deployment Plan, June 2003*, as may be amended, as well as by the *Local Entity Connection to the ITS in the Houma Metropolitan Area Memorandum of Understanding (MOU)* executed by DOTD, April 2009, copies of which are made a part hereof by reference.
3. TPCG will serve as the network administration agency for the connected facilities in the Houma-Thibodaux Metropolitan Area. The TPCG shall be responsible for the system administration and continuous operations of the network. The network administration shall be directed by TPCG in support of the communications network. TPCG may enter into agreements with other parties pertaining to network administration provided that such agreements are consistent with the mutual covenants contained in this agreement. Furthermore, TPCG may enter into agreements with the parties connected to the network to further establish administration roles and responsibilities, as well as connection conditions. TPCG shall furnish a copy of agreements regarding the network to DOTD for review and approval prior, which approval shall not be unreasonably withheld, to execution. These local agency agreements are intended to establish:

- Administration of MOU
- Network connection
- Terms of equipment ownership
- Rights to facility entry
- Network configuration
- Levels of support
- Conditions of reimbursement for labor and equipment expenses
- Communication protocols
- Terms for termination

4. DOTD shall provide oversight of the network administration agency to ensure the network stays in compliance with federal ITS regulation including but not limited to the *National ITS Architecture*, *DOTD System Engineering Analysis Houma ITS Phase 3 and 4, April 2010*, as may be amended, as well as the latest adopted *Houma-Thibodaux Regional ITS Architecture*. TPCG may be audited by DOTD to ensure compliance.

5. Without waiving any immunities granted to Terrebonne Parish Consolidated Government in any manner, DOTD agrees to accept ownership and maintenance of fiber optic communications backbone constructed by TPCG, installed in DOTD right-of-way, to expand and or to enhance the ITS network in Houma-Thibodaux; provided, however, that the fiber optic communication backbone shall be constructed to DOTD ITS standards and must be installed through a DOTD permit in DOTD right-of-way. Acquisition of the permit shall be the responsibility of the TPCG.

6. TPCG shall ensure only qualified personnel are used to perform network administration.

7. TPCG shall maintain all records of its agreements, network administration activities, network settings, hardware and software configuration, and network backups in accordance with "Louisiana Public Records Law."

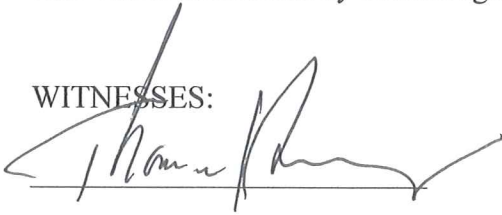
8. If, at any time and in the sole opinion of DOTD, TPCG has failed to properly provide network administration, DOTD will notify TPCG of such failure. If within sixty (60) days after the date of said notice, TPCG shall not have either corrected such failure, or in the case which cannot be corrected within sixty (60) days, begun efforts in good faith to correct said failure and thereafter proceeded diligently to complete such correction, then the DOTD ITS Director may order the DOTD ITS maintenance forces to perform such work as, in his opinion, is necessary.

9. TPCG agrees that it shall indemnify and save harmless the DOTD against any and all claims, demands, suits and judgments for sums of money allegedly due to any party for loss of life or injury or damage to persons or property growing out of, resulting from, or by reason of, any act or omission of TPCG, its agents, servants or employees while

engaged upon or in connection with the work contemplated herein.

10. This MOU shall become effective upon execution by the parties. It shall remain in effect until terminated by written agreement of termination by the parties.

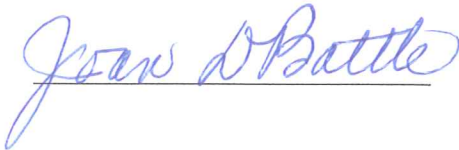
WITNESSES:



Michel Claudet
Parish President
Terrebonne Parish
Consolidated Government

3/11/2014
Date

WITNESSES:



Secretary
Louisiana Department of Transportation
and Development

3/25/14

Date

MEMORANDUM OF UNDERSTANDING
between the
ACADIAN AMBULANCE,
BAYOU CANE VOLUNTEER FIRE PROTECTION DISTRICT,
LEONARD J. CHABERT MEDICAL CENTER,
L. E. FLETCHER TECHNICAL COMMUNITY COLLEGE,
TERREBONNE PARISH SCHOOL BOARD,
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT,
HOUMA TERREBONNE AIRPORT,
LOUISIANA STATE POLICE TROOP C,
TERREBONNE PARISH COMMUNICATIONS DISTRICT (E911),
TERREBONNE PARISH CONSOLIDATED GOVERNMENT,
TERREBONNE GENERAL MEDICAL CENTER,
AND
CONSOLIDATED WATERWORKS DISTRICT 1

**Local Entity Connection to the Intelligent Transportation System (ITS) in the Houma
Metropolitan Area**

This Memorandum of Understanding ("MOU"), by and between the above captioned Parties, hereinafter collectively referred to as "Parties" or "Entities" or individually referred to as "Party" or "Entity", provides for the ownership and maintenance of certain equipment and establishes guidelines and procedures for the connection of certain facilities to the DOTD owned and operated ITS System for the public purpose of facilitating traffic management and the enhancement of efficiency and safety for the traveling public in the region of Houma, Louisiana.

WHEREAS, each Party to this MOU is included in the *Houma Regional ITS Deployment Plan, Houma ITS Regional Architecture*; and,

WHEREAS, each Party to this MOU is included in the Houma ITS Phase 3 (S.P. No. 737-55-0003; F.A.P. No. ITS-5503(503)), hereinafter referred to as "Project"; and,

WHEREAS, further, each Party will benefit from the Project by the enhancement of individual resources through integration and connection to the Project; and,

WHEREAS, the Project is intended to provide the Entities with the ability to make real-time improvements to the overall operation of traffic and transportation and will provide information to improved coordination between the Entities all of whom are involved in traffic, incident and emergency management; and

WHEREAS, each Party has agreed to cooperate with each another by providing and integrating available resources necessary to implement the Project, all as more fully described in the *System Engineering Analysis Houma ITS Phase 3 and 4*, a copy of which is appended hereto and made a part hereof by reference as Exhibit "A".

NOW THEREFORE, the Parties hereto agree as follows:

1 **APPLICABILITY AND PURPOSE**

These guidelines shall be applicable to all Parties to this MOU relative to the Houma Regional ITS System.

This Project requires the interaction of 12 entities all of whom own and/or operate the following operations, centers and/or facilities in the Houma Metropolitan Region:

Terrebonne Parish Consolidated Government:

- Electrical Substation (Cummins)
- Electrical Substation (Gibb)
- Electrical Substation (Plant)
- Electrical Substation (Belanger)
- Electrical Substation (Sixth)
- Electrical Substation (Mckinley)
- Electrical Substation (Valhi)
- Government Tower
- Houma Fire Department Station (Legion)
- Houma Fire Department Station (St. Charles)
- Houma Fire Department Station (Airport)
- Information Technology
- Pollution Control Department
- Public Transit, Good Earth Transit
- Roads and Bridges Division
- Utilities

Louisiana State Police Troop C

Terrebonne Parish Communications District (E911)

Bayou Cane Volunteer Fire Department:

- Bayou Cane Volunteer Fire Department Station (W. Main)
- Bayou Cane Volunteer Fire Department Station (W. Park)
- Bayou Cane Volunteer Fire Department Station (Savanne)
- Bayou Cane Volunteer Fire Department Station (Hollywood)

Acadian Ambulance

Terrebonne Parish Library (Main Branch)

Terrebonne General Hospital

Terrebonne Parish School Board Central Office

L.E. Fletcher Technical Community College

Consolidated Waterworks District 1

Houma Terrebonne Airport

Leonard J Chabert Medical Center

2 COMMUNICATION RESOURCES

2.1 LaTIS Network:

The Louisiana Department of Transportation and Development (“DOTD”) developed and deployed a communications network consisting of fiber optic communication cable and wireless technology throughout the state of Louisiana, termed the Louisiana Transportation Information System (“LaTIS”). LaTIS provides a communications link between the various DOTD district and statewide offices. This network, as it relates to the Houma region, consists primarily of a fiber optic cable backbone with available fiber for numerous field devices and center connections.

2.2 TPCG Utility Communication Network:

The Terrebonne Parish Consolidated Government (“TPCG”) currently operates a central communications network consisting of fiber optic cable used to monitor utility services in Terrebonne Parish. This communication network is limited to the TPCG facilities in an approximate five mile radius from the TPCG Government Tower Building on Main Street in Houma, Louisiana.

2.3 DOTD ITS Field Devices:

DOTD has deployed various Intelligent Transportation System (“ITS”) field devices to enhance its ability to monitor and manage vehicular traffic and incidents on Louisiana roadways within its highway system. This equipment consists of Dynamic Message Signs (“DMS”), Closed Circuit Television (“CCTV”) Cameras, Drawbridge Preemption Message Signs, Vehicle Detectors, and various other field devices related to transportation. These devices communicate via LaTIS and are capable of providing access to both local and regional operations in Houma.

3 CONNECTIONS:

Below are guidelines for connection to LaTIS fiber, TPCG fiber, network configuration, fiber termination and equipment, and the ITS System.

3.1 LaTIS Connections

The following centers and/or facilities are to be connected directly to the LaTIS fiber cable.

- Acadian Ambulance
- Bayou Cane Volunteer Fire Department (W. Main)
- Bayou Cane Volunteer Fire Department Station (Hollywood)
- Bayou Cane Volunteer Fire Department Station (W. Park)
- Consolidated Waterworks
- Electrical Substation (Belanger)

Electrical Substation (Gibb)
Electrical Substation (Plant)
Electrical Substation (Sixth)
Electrical Substation (Valhi)
Information Technology
Utilities
Houma Fire Department Station (Legion)
Houma Fire Department Station (St. Charles)
Louisiana State Police, Troop C
L.E. Fletcher Technical Community College
School Board Central Office
Terrebonne General Hospital
Terrebonne Parish Communications District (E911)
Terrebonne Parish Library (Main Branch)

DOTD agrees to allocate up to twelve (12) fiber optic cables of the LaTIS backbone for connection to the local centers and/or facilities listed in Section 3.1. The actual configuration of fiber splices is to be agreed upon by DOTD and each of respective Entities to this MOU for each of their respective centers and/or facilities. DOTD or its contractor will provide a fiber cable at the demarcation in each of the centers and/or facilities listed in Section 3.1.

All Entities understand and agree that DOTD will not allow connections to fibers dedicated for the operation of DOTD's ITS field devices. Further, DOTD will not provide fiber termination or fiber communication equipment within any of the centers and/or facilities.

3.1.1 DOTD Ownership and Maintenance

DOTD shall remain the owner of the LaTIS backbone fiber optic cable, including but not limited to, the fiber splice closure, pull-boxes and conduit. Ownership of the fiber drop cable and conduit from the LaTIS backbone to the local centers and/or facilities shall be held by the local entity connected. The local entity shall bear all responsibility for the integrity, service and operations of the fiber drop cable.

DOTD shall have no liability or responsibility for service or transmission to and from each of the respective Entities' data across LaTIS. Further, DOTD does not guarantee that the service will operate accurately and without interruption. DOTD shall not be held liable for any damages or losses caused to any of the Parties to this MOU or to any third parties arising out of the performance of this MOU.

3.2 TPCG Connections

DOTD will provide a LaTIS backbone fiber optic cable connection to the TPCG Utility Communication Network in the TPCG Information Technology office located at 7868 Main Street, in Houma, Louisiana. This connection will permit TPCG and those Entities connected to the TPCG fiber to have restricted access to the ITS field devices and data. This restricted access will consist of video view from the CCTV cameras and data collected from the Vehicle Detectors in the Houma area.

The Electrical Substation (Plant) is to be connected directly to the TPCG fiber cable communication network.

TPCG agrees to allocate up to two (2) fiber optic cables of the TPCG communication network for connection to the Electrical Substation (Plant). The actual configuration of fiber splices is to be agreed upon by DOTD and TPCG. DOTD or its contractor will provide a fiber cable at the demarcation in the Electrical Substation (Plant)

3.2.1 TPCG Ownership and Maintenance

TPCG shall remain the owner of the TPCG fiber optic cable including, but not limited to, the fiber splice closure, pull-boxes and conduit. Ownership of the fiber drop cable and conduit from the TPCG backbone to the local centers and/or facilities shall be held by the local entity connected. The local entity shall bear all responsibility for the integrity, service and operations of the fiber drop cable.

TPCG shall have no liability or responsibility for service or transmission to and from each of the respective Entities' data across TPCG fiber optic cable. Further, TPCG does not guarantee that the service will operate accurately and without interruption. TPCG shall not be held liable for any damages or losses caused to any of the Parties to this MOU or to any third parties arising out of the performance of this MOU.

3.3 Fiber Termination, Fiber Communication Equipment

Each Entity shall be responsible for terminating the fiber optic cable made available by the Project. Establishing fiber optic communications shall require each Entity to procure, install, and configure an Ethernet Switch. Entities connecting on the same fiber optic loop require a common network configuration (LAN or VLAN) for communications.

3.4 Wireless Connections

The following centers and/or facilities are to be connected via a wireless connection:

Bayou Cane Volunteer Fire Department Station (Savanne)
Electrical Substation (Cummins)
Electrical Substation (Mckinley)
Government Tower

Houma Fire Department Station (Airport)
Houma Terrebonne Airport
Leonard J Chabert Medical Center
Pollution Control Department
Public Transit, Good Earth Transit
Roads and Bridges Division

Wireless connections require a minimum of two wireless node sites to establish a communication link. Each node shall transmit and receive data. DOTD shall provide each local Entity listed in Section 3.4 the required node communication equipment including, but not limited to, radio transceiver(s), antenna, cabling, installation and configuration to establish the communication link.

All Entities understand and agree that the Project shall not provide business network hardware, software, and/or its configuration required for utilizing the established link.

3.4.1 Wireless Ownership and Maintenance

Ownership of the wireless node equipment installed pursuant to this Project shall be held by the local Entity. The local Entity shall bear responsibly for the integrity, service and operations of the node equipment and established link.

4 NETWORK CONFIGURATION

Each Entity shall be responsible for the configuration of its network equipment. When facilities are on a common fiber loop, no Entity shall prohibit any other Entity from performing its lawful duties by disabling communications on the common fiber connection. Changes required by an Entity on the common fiber loop shall be discussed, agreed upon, and scheduled with the affected Entities.

When facilities are on a common wireless link, no Entity shall prohibit any other Entities from performing its lawful duties by disabling communications on the common wireless link. Changes required by an Entity on the common wireless link shall be discussed, agreed upon, and scheduled with the effected Entities.

5 MAINTENANCE

DOTD is the owner of LaTIS and is responsible for all maintenance to its established DOTD network, fiber cable, and communication infrastructure. ITS field devices within DOTD right-of-way are owned, operated, and maintained by DOTD or its contractor. Splice connections of fiber drop cable from LaTIS splice closures to local Entity center or facilities are maintained by DOTD or its contractor.

TPCG is the owner of TPCG fiber within TPCG right-of-way. The maintenance of this fiber shall be the responsibility of TPCG or its contractor. Splice connections of fiber drop cable from TPCG splice closures to the local Entity center or facilities are maintained by TPCG or its contractor.

Unless superseded by another agreement, maintenance of the fiber optic drop cable from the splice closure and conduit from the LaTIS or TPCG splice closures shall be performed by the Entity being connected to the LaTIS fiber or TPCG fiber. All communications equipment within centers or facilities shall be maintained by the owning Entity or its maintenance contractor.

6 GENERAL PROVISIONS

- A. Each Party shall have infrastructure made available to allow communication between agencies.
- B. CCTV video may be viewable by agencies connected to the LaTIS backbone or TPCG backbone whether wirelessly or directly by fiber optic cable.
- C. At no time shall one Entity prevent or prohibit another from performing its lawful duties unless a life threatening situation exists.
- D. This agreement does not support or prohibit any Entities from performing its lawful duties or support unlawful acts performed during the uses of the ITS system.

7 TERMINATION

This MOU shall become effective from the date of execution (the date each Entity has signed) and shall remain in effect and be binding upon the Entity until the DOTD and the Entity agree in writing of such time to terminate the Entity as part of this MOU under any of the following conditions:

- 1. By mutual agreement and consent of the Entity, the other Entities on the same common fiber loop or common wireless link, and DOTD hereto.
- 2. By the DOTD as a consequence of the failure of the Entity to comply with the terms of this MOU, proper allowance being made for circumstances beyond the control of the Entity.
- 3. By either party upon failure of the other party to fulfill its obligations as set forth in this MOU.
- 4. By the DOTD due to the departure for whatever reason of any principal member or members of the Entity's organization.
- 5. By the DOTD giving 120 days notice to each affected Entity in writing.
- 6. By the Entity giving 120 days notice to each affected Entity and DOTD in writing.

Upon termination of an Entity from this MOU, the Entity shall deliver to the DOTD all documentation, plans and records of the communication configurations to the date of termination. This documentation shall include, but is not limited to, all switch settings and the configuration of the fibers terminated.

For an Entity connected by a fiber connection, DOTD will disconnect the fiber splice in the splice closure upon the termination of the Entity from this MOU. DOTD will maintain the connection(s) of the other affected Entities on the common fiber loop.

For an Entity connected by a wireless connection, DOTD will notify the other Entity or

Entities on the common wireless link to disconnect the wireless transceiver for that link upon the termination of the Entity from this MOU. DOTD will reconfigure the wireless connection(s) of the other affected Entity or Entities on the common wireless link.

8 INDEMNITY

Each of the Entities agree to indemnify and save harmless the DOTD against any and all claims, demands, suits, judgments of sums of money (including reasonable attorney's fees and costs of defense) brought by or on behalf of any party for loss of life or injury or damage to persons or properties to the extent caused by the negligent act or omission of that entity.

9 AMENDMENT

No amendment to this agreement shall be effective unless it is in writing, signed by the duly authorized representatives of all affected parties. Non-affected parties shall be notified in writing of the amendment.

AGREED AND EXECUTED BY:

Print (Name, Entity): Connie Standige, Louisiana Department of Transportation and Development

Signature: Connie L. Standige Date: 4/27/09

Print (Name, Entity): Michel Claudet, Terrebonne Parish President

Signature: [Signature] Date: _____

Print (Name, Entity): Darrin Naquin, Louisiana State Police Troop C

Signature: [Signature] Date: 11/4/09

Print (Name, Entity): ^{Dominique Bonvillain} Mark Boudreaux, Terrebonne Parish Communications District (E911)

Signature: Dominique A. Bonvillain Date: 07/06/09

Print (Name, Entity): Charles Long, Bayou Cane Volunteer Fire Department

Signature: Charles J Date: 6/25/09

Print (Name, Entity): Richard Zuschlag, Acadian Ambulance,

Signature: R.E. Zuschlag Date: 10-22-2009

Print (Name, Entity): Mary Cospers-Leboeuf, Terrebonne Parish Library

Signature: Mary Cospers LeBoeuf Date: 6-29-09

Print (Name, Entity): Phyllis Peoples, Terrebonne General Hospital

Signature: Phyllis Peoples Date: 7/8/09

Print (Name, Entity): Philip Martin, Terrebonne Parish School Board

Signature: Philip Martin Date: 8/25/09

Print (Name, Entity): F. Travis Lavigne, Jr., L. E. Fletcher Technical Community College

Signature: F. Travis Lavigne Jr. Date: 6.25.09

Print (Name, Entity): Steve Hornsby, Consolidated Waterworks District 1

Signature: S. Hornsby Date: 6/25/09

Print (Name, Entity): Earl Hicks, Houma Terrebonne Airport

Signature: Earl Hicks Date: 6-25-09

Print (Name, Entity): Rhonda Green, Leonard J Chabert Medical Center

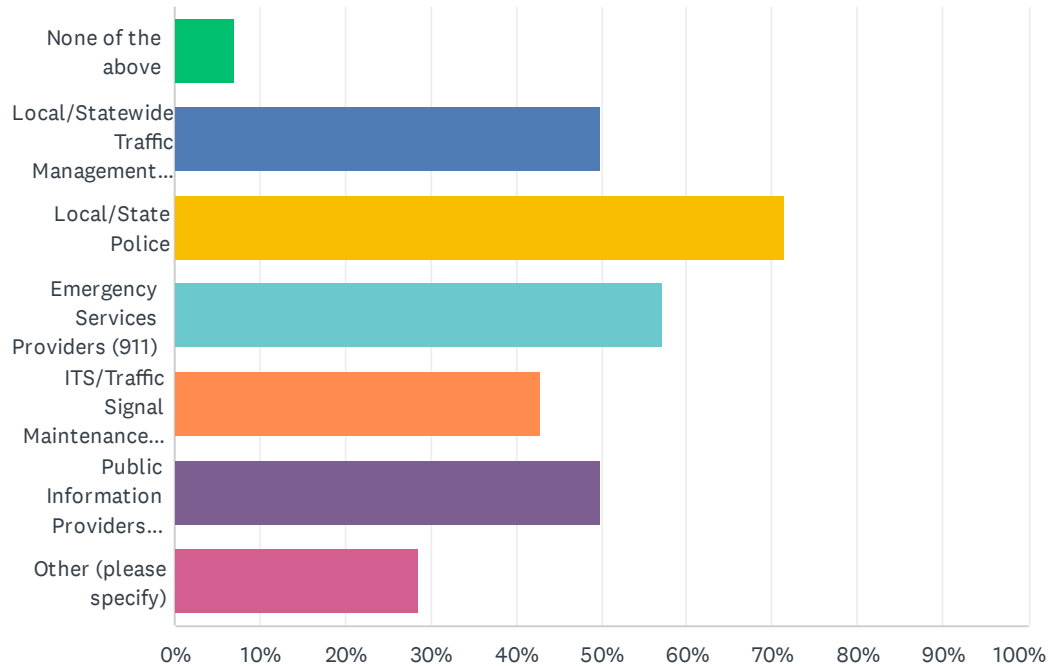
Signature: Rhonda Green Date: 9/16/09

Appendix D – Stakeholder Meeting Minutes



Q4 Does your organization currently have any formal or informal coordination with the following other organizations?

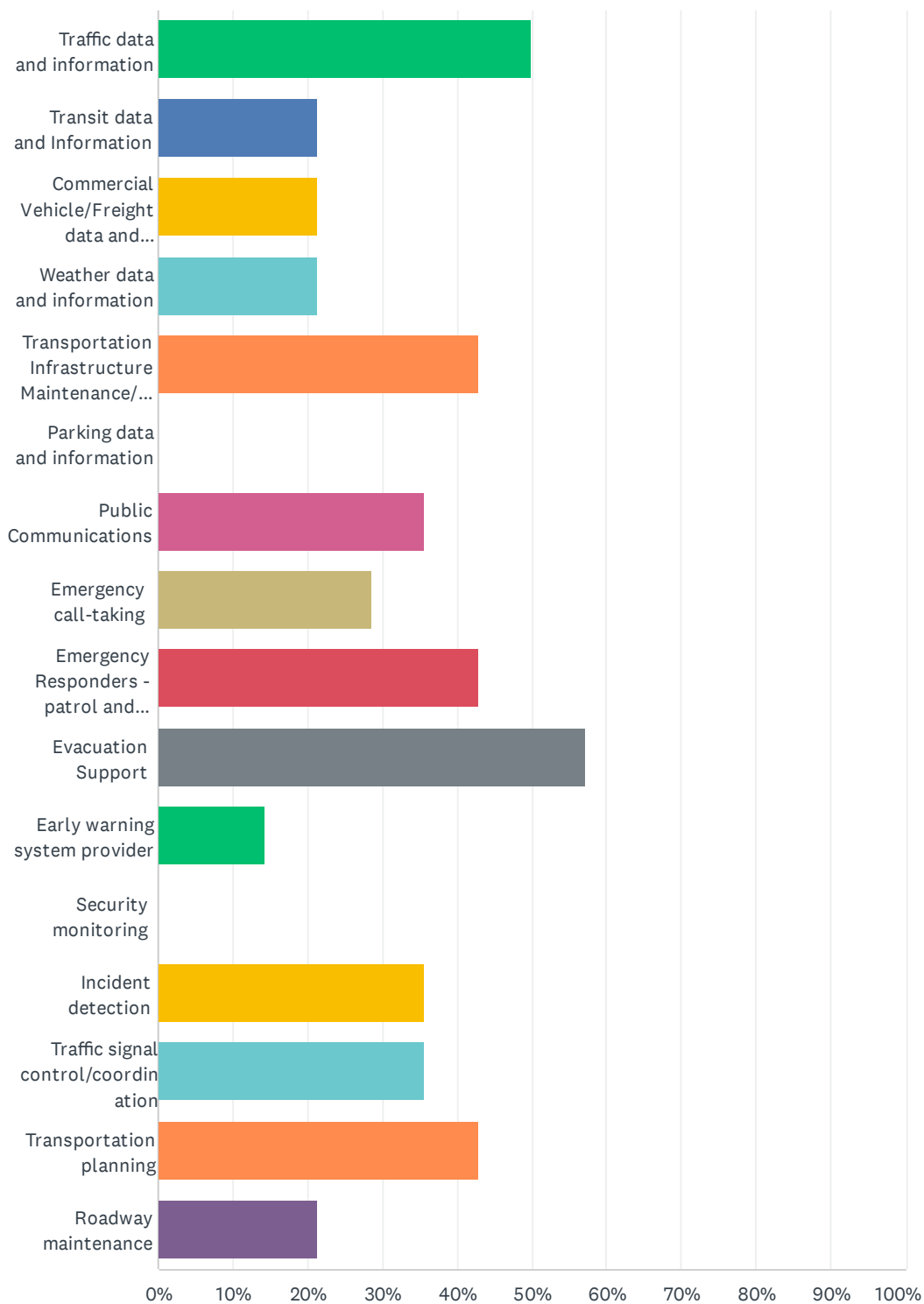
Answered: 14 Skipped: 0



ANSWER CHOICES	RESPONSES	
None of the above	7.14%	1
Local/Statewide Traffic Management Center	50.00%	7
Local/State Police	71.43%	10
Emergency Services Providers (911)	57.14%	8
ITS/Traffic Signal Maintenance Organization	42.86%	6
Public Information Providers (Media)	50.00%	7
Other (please specify)	28.57%	4
Total Respondents: 14		

Q5 What are the major responsibilities of your organization?

Answered: 14 Skipped: 0



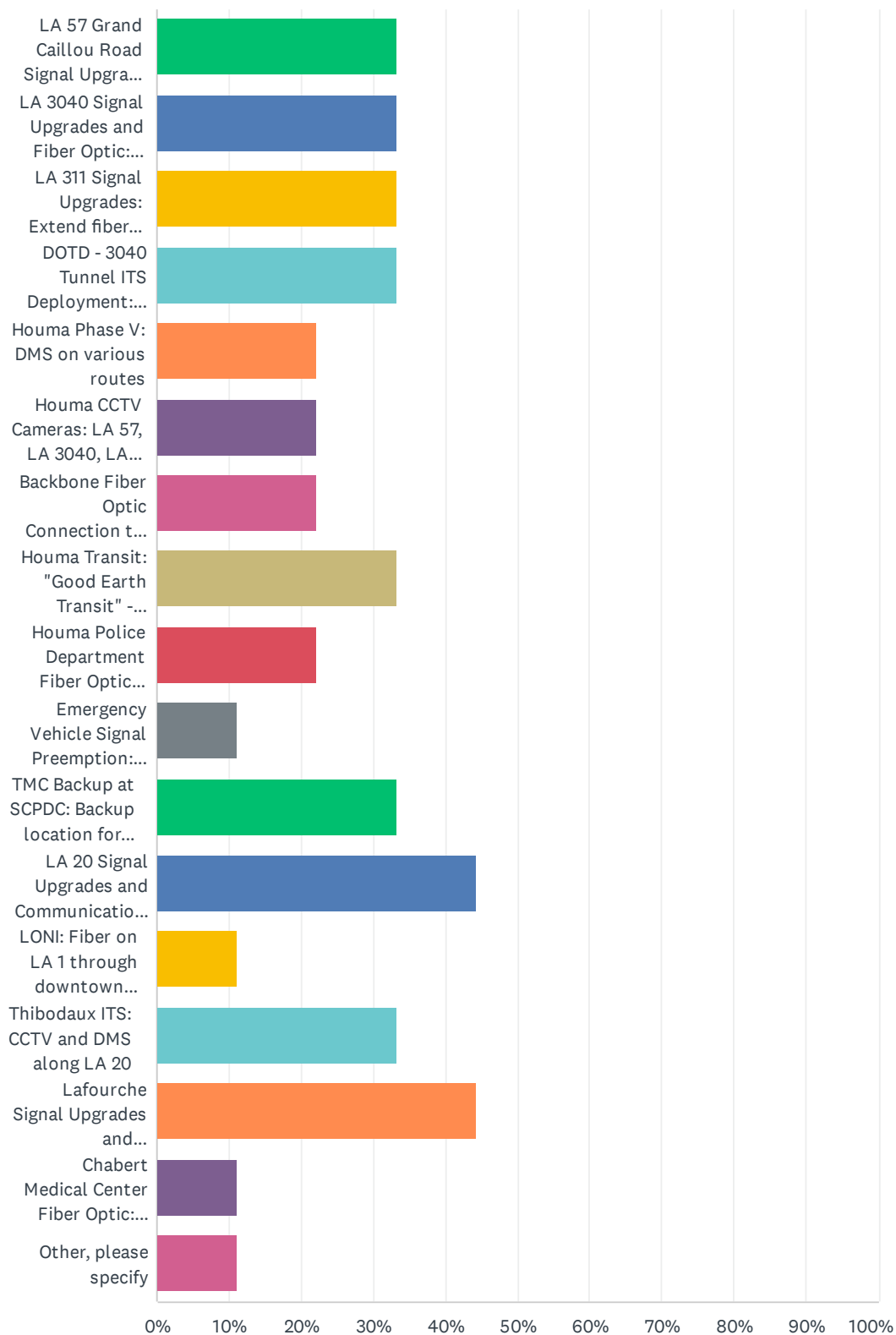
Houma Regional ITS Architecture

ANSWER CHOICES	RESPONSES	
Traffic data and information	50.00%	7
Transit data and Information	21.43%	3
Commercial Vehicle/Freight data and information	21.43%	3
Weather data and information	21.43%	3
Transportation Infrastructure Maintenance/Construction data and information	42.86%	6
Parking data and information	0.00%	0
Public Communications	35.71%	5
Emergency call-taking	28.57%	4
Emergency Responders - patrol and dispatch	42.86%	6
Evacuation Support	57.14%	8
Early warning system provider	14.29%	2
Security monitoring	0.00%	0
Incident detection	35.71%	5
Traffic signal control/coordination	35.71%	5
Transportation planning	42.86%	6
Roadway maintenance	21.43%	3
Total Respondents: 14		

Q6 Did your organization implement (including upgrading) any technology or communications related projects for transportation systems or emergency management since 2015? Selection below is from proposed projects from the previous Regional ITS Architecture update (2015).

Answered: 9 Skipped: 5

Houma Regional ITS Architecture

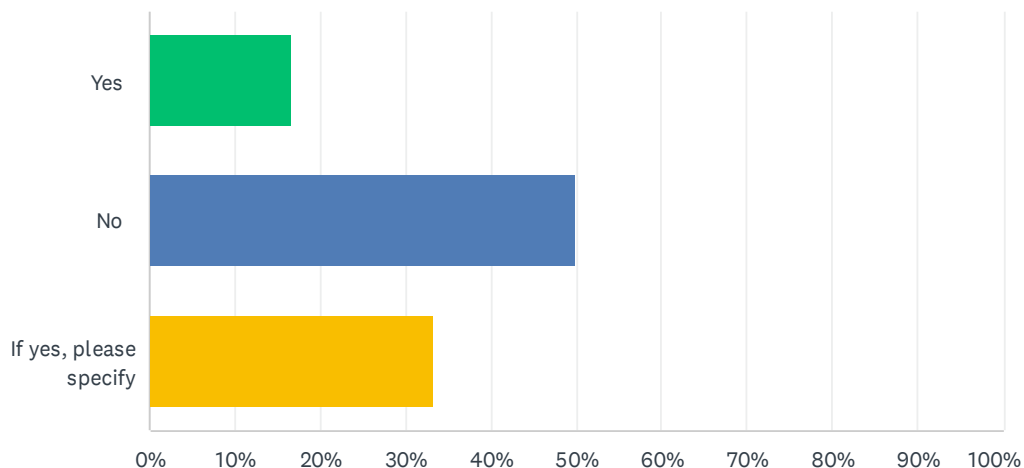


Houma Regional ITS Architecture

ANSWER CHOICES	RESPONSES	
LA 57 Grand Caillou Road Signal Upgrades and Fiber Optic: Extend ITS network from Van to Industrial with signal improvements	33.33%	3
LA 3040 Signal Upgrades and Fiber Optic: Extend fiber and signal improvements from Barrow to Savanne	33.33%	3
LA 311 Signal Upgrades: Extend fiber optic and signal improvements from Equity to Barrow	33.33%	3
DOTD - 3040 Tunnel ITS Deployment: Install fiber in tunnel with CCTV and incident detection	33.33%	3
Houma Phase V: DMS on various routes	22.22%	2
Houma CCTV Cameras: LA 57, LA 3040, LA 3185 at LA 1, LA 20 at Gerald T Peltier	22.22%	2
Backbone Fiber Optic Connection to LONI: Pull fiber along LA 24 and construct communications hub	22.22%	2
Houma Transit: "Good Earth Transit" - transit vehicles with location systems	33.33%	3
Houma Police Department Fiber Optic Communications: Integration of HPD with LONI over fiber	22.22%	2
Emergency Vehicle Signal Preemption: Upgrade current to GPS systems	11.11%	1
TMC Backup at SCPDC: Backup location for TMC operations at SCPDC	33.33%	3
LA 20 Signal Upgrades and Communications (Thibodaux): LA 20 from LA 1 to Thibodaux city limits	44.44%	4
LONI: Fiber on LA 1 through downtown Thibodaux to Shriever	11.11%	1
Thibodaux ITS: CCTV and DMS along LA 20	33.33%	3
Lafourche Signal Upgrades and Communication: Communication upgrades for LA 1 signals	44.44%	4
Chabert Medical Center Fiber Optic: Integration with LONI	11.11%	1
Other, please specify	11.11%	1
Total Respondents: 9		

Q7 Does your organization plan to implement or upgrade any technology or communications related projects in the next 5 years? (other than those listed as previously proposed)

Answered: 12 Skipped: 2

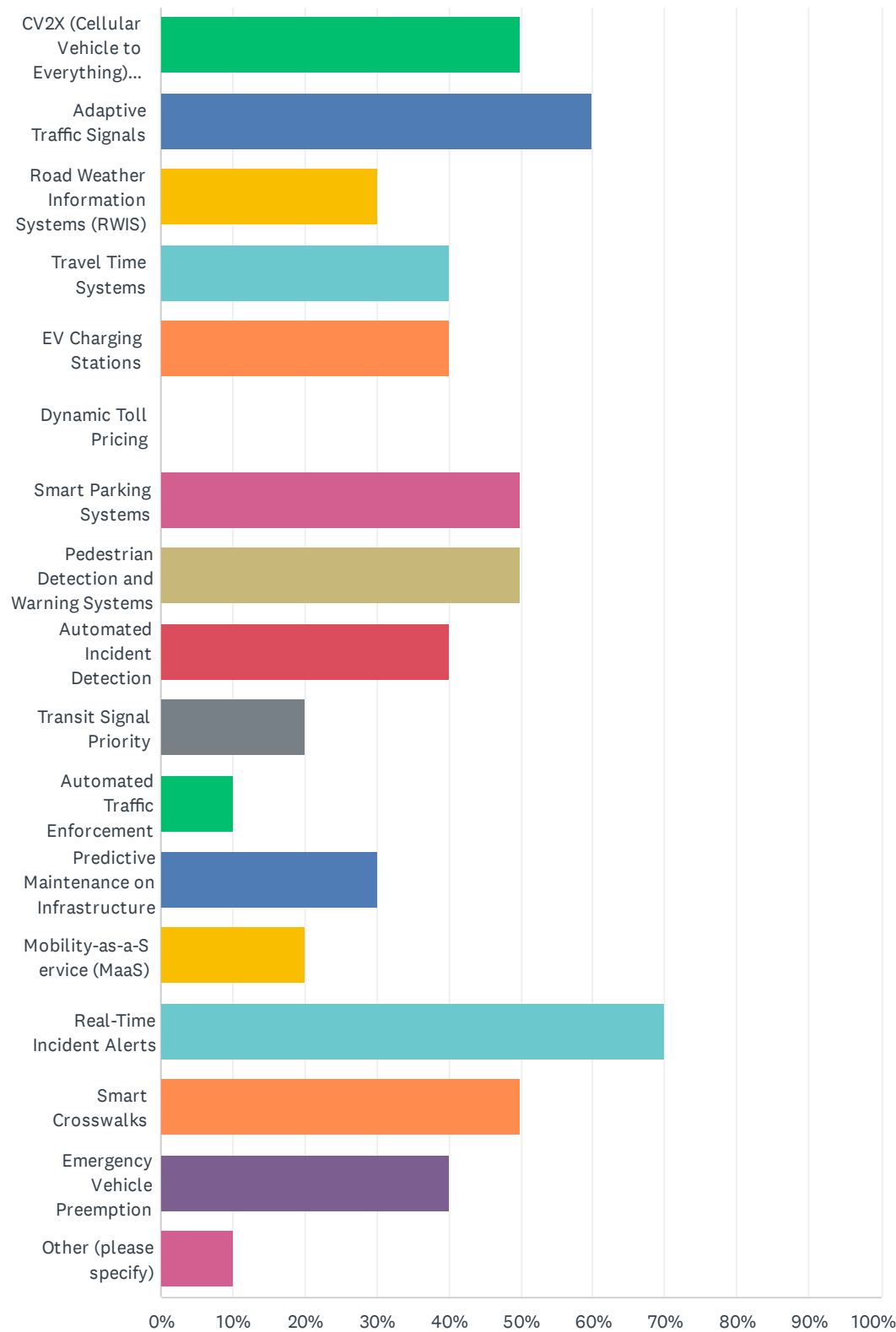


ANSWER CHOICES	RESPONSES	
Yes	16.67%	2
No	50.00%	6
If yes, please specify	33.33%	4
TOTAL		12

Q8 What, if any, new services would you like to see deployed in your region in the next 10 years?

Answered: 10 Skipped: 4

Houma Regional ITS Architecture



Houma Regional ITS Architecture

ANSWER CHOICES	RESPONSES	
CV2X (Cellular Vehicle to Everything) Technology	50.00%	5
Adaptive Traffic Signals	60.00%	6
Road Weather Information Systems (RWIS)	30.00%	3
Travel Time Systems	40.00%	4
EV Charging Stations	40.00%	4
Dynamic Toll Pricing	0.00%	0
Smart Parking Systems	50.00%	5
Pedestrian Detection and Warning Systems	50.00%	5
Automated Incident Detection	40.00%	4
Transit Signal Priority	20.00%	2
Automated Traffic Enforcement	10.00%	1
Predictive Maintenance on Infrastructure	30.00%	3
Mobility-as-a-Service (MaaS)	20.00%	2
Real-Time Incident Alerts	70.00%	7
Smart Crosswalks	50.00%	5
Emergency Vehicle Preemption	40.00%	4
Other (please specify)	10.00%	1
Total Respondents: 10		

Houma Regional ITS Architecture Update

Contract No. 4400016364, TO #8

Stakeholder Meeting Minutes

8/20/24

1. **Attendees:**

- **DOTD ITS:** Josh Harrouch, Lucy Kimbeng, Ty Hampton, Rosalinda Deville, Ben Nichols, Lei Wang
- **DOTD Traffic:** Andre Fillastre
- **TMC:** MaryAnn Nickles
- **Consultant:** Clarke Chauvin (NS), Jonathan Fox (ITS), Reece Rodrigue (VCS)

2. **Background**

This stakeholder meeting is intended to solicit feedback from DOTD ITS, DOTD Traffic, and TMC to identify elements to update and add to the previous regional ITS architecture report.

3. **Meeting Minutes**

- Formal/Informal agreements
 - J. Fox indicated that Houma has a shared fiber agreement with TPCG
 - R. Deville indicated that DOTD has a list of 14 agreements that she will provide which cover various regions of the state
- Previous Architecture Projects
 - LA 57 Grand Caillou Rd Signal Upgrade – C. Chauvin to follow up with A. Fillastre on project status
 - LA 3040 Signal Upgrades and Fiber Optic - C. Chauvin to follow up with A. Fillastre on project status
 - LA 311 Signal Upgrades and Fiber Optic - C. Chauvin to follow up with A. Fillastre on project status
 - Houma Ph V – has not been completed, keep in report and update costs
 - Houma CCTV – has not been completed, keep in report and update costs
 - Backbone Fiber Optic to LONI – not yet planned, keep in report and update costs
 - Houma Transit – Good Earth Transit – follow up with Local agency at stakeholder meeting
 - Houma PD Fiber – follow up with HPD at stakeholder meeting
 - TMC Backup at SCPDC – remove from report
 - LA 20 Signal Upgrades - C. Chauvin to follow up with A. Fillastre on project status
 - LONI: Fiber on LA 1 – follow up with Local agency at stakeholder meeting
 - Thibodaux ITS – has not been completed, keep in report and update costs
 - Lafourche Signal Upgrades – C. Chauvin to follow up with A. Fillastre on project status
 - Chabert Medical Fiber – follow up with Local agency at stakeholder meeting
- Upcoming Projects

- From Survey
 - Emerging Aviation Technology Communications related to drone data collection air traffic – Follow up with local stakeholder agencies
 - SEA for signal communications (cellular) on State Routes – C. Chauvin to follow up with A. Fillastre on project status
- Locations of Interest for ITS upgrades/additions
 - List provided by M. Nickels to be sent out with meeting minutes
- Types of new project deployments
 - CV2X – add description in report, but do not include in architecture
 - Adaptive Traffic Signals - add description in report, but do not include in architecture
 - Pedestrian Detection and Warning Systems - add description in report, but do not include in architecture
 - Real-Time Incident Alerts - add description in report, but do not include in architecture
 - RWIS - add description in report, but do not include in architecture
 - Travel Time Systems - add description in report, but do not include in architecture
 - EV Charging Stations – add to report and RAD-IT
 - Smart Parking Systems - add description in report, but do not include in architecture
 - Automated Incident Detection - add description in report, but do not include in architecture
 - Smart Crosswalks - add description in report, but do not include in architecture
 - Emergency Vehicle Preemption - add description in report, but do not include in architecture
 - Dynamic Toll Pricing – do not include
 - Transit Signal Authority - add description in report, but do not include in architecture
 - Automated Traffic Enforcement - add description in report, but do not include in architecture
 - Predictive Maintenance on Infrastructure - add description in report, but do not include in architecture
 - Mobility-as-a-Service - add description in report, but do not include in architecture
 - Bus Smartphone App - add description in report, but do not include in architecture
- 4. **Action Items**
 - DOTD (R. Deville) to provide list of agreements – provided 8/20
 - J. Fox/L. Kimbeng to provide TPCG fiber share agreement – provided 8/21
 - Second agreement indicated by J. Fox associated with Houma Ph 3 – L. Kimbeng to investigate
 - C. Chauvin to follow up with A. Fillastre on project statuses
 - Consultant to follow up with local stake holders on local project updates
 - Consultant to submit TMC list of sites – attached

District 2 - Houma ITS Equipment Wish List

Intersections with an asterisk (*) are the operator's priority choices based on the above criteria but with emphasis on critical traffic flow of emergency responders and commercial traffic needing to know blockage information.

DMS locations are operator-chosen based on the main mission of evacuation from the south to US 90 and other lane/road-blocking incidents north of the locations.

US 90 at LA 311 (Exit 200)*

US 90 at LA 316 (Exit 204)

US 90 at LA 20 (Exit 194)

US 90 at LA 20 (Exit 189)

LA 24 (East/West) at LA 648*

LA 24 (East/West) at LA 3185

LA 24 (East/West) at LA 20

LA 24 (East/West) at LA 311

LA 24 (East/West) at LA 316

LA 24 (East/West) at Braves Bridge*

LA 24 (East/West) at LA 660

LA 24 East at Edward Street*

LA 24 (East/West) at Westside Boulevard*

LA 24 (East/West) at LA 664

LA 24 (East/West) at LA 182 (Barrow Street)

LA 24 East at LA 661

LA 24 East at LA 56

LA 24 East at LA 55

LA 57 South at Industrial Boulevard

LA 57 South at Prospect Boulevard*

LA 661 South at LA 315*

LA 3040 East at Beatrice Street*

LA 3040 East at Lee Avenue*

LA 3040 East at LA 312

LA 3040 East (West Tunnel Boulevard) at Corporate Drive

LA 3040 East (MLK Jr. Boulevard) at Corporate Drive

LA 3040 East at Westside Boulevard*

LA 660 at LA 3087

LA 660 at LA 182*

LA 182 at LA 311

LA 182 at LA 316

LA 182 at LA 3087

LA 182 at Savanne Road

LA 311 at LA 664

LA 311 at Equity Boulevard

LA 311 at Savanne Road

DMS

LA 3087 North at LA 316

LA 182 East at LA 316

LA 24 West at LA 660

LA 311 North at Savanne Road

Houma Regional ITS Architecture Update

Contract No. 4400016364, TO #8
Local Stakeholder Meeting Agenda
8/28/24

1. Stakeholders Present:

- DOTD ITS: Ryan Reviere, Ty Hampton, Lei Wang
- DOTD D02: Jacob Oncale
- TMC: MaryAnn Nickles
- LA State Police Troop C: Jesse Vinet
- TPCG: Joan Schexnayder, Ben Smith
- Terrebonne Parish Office of Homeland Security & Emergency Preparedness:
- South Central Planning and Development Commission: Josh Manning, Thomas Rhodes, Pat Gordon
- City of Thibodaux: Kyle Cressione, Derrick Guidry
- Houma Terrebonne Airport Commission: Andrea Dupre

2. Background

This stakeholder meeting is intended to solicit feedback from local stakeholders to identify elements to update and add to the previous regional ITS architecture report.

3. Meeting Minutes

- Formal/Informal agreements
 - Houma has shared fiber agreement with TPCG – SCPDC to provide
- Previous Architecture Projects from Local Agencies
 - Houma Transit – Good Earth Transit – discussion of phone application for public to schedule rides and know live bus data, currently working on an app now, actively under development
 - Houma PD Fiber – possibly got a REV drop on the common network after Hurricane IDA, follow up with HPD to confirm, leased connection
 - LONI: Fiber on LA 1 – planned to extend to Shriever and south to airport
 - Chabert Medical Fiber –
 - LONI coming to airport – REV is in front of airport building
- Upcoming Projects
 - From Survey
 - Emerging Aviation Technology Communications related to drone data collection air traffic – airport in midst of becoming UAS testing facility, follow up with Andrea Dupre on specifics of project scope, has built streets and ramps, looking to build location for communicating to aircrafts, LUMCON, Nicholls, LA Tech, Fletcher, LSUA,
 - From State Meeting
 - If DriveWyze pilot is successful, could be rapidly deployed in other regions, including this one; virtual DMS
 - Extending LONI fiber into Thib after connecting through Shriever, potential for connected traffic signals,
 - Permanent traffic data collection stations for high traffic roadways

- New project to add into architecture
 - EV Charging Stations
 - Pedestrian Detection and Warning Systems – regional bicycle and ped safety plan in draft, to improve certain corridors, should be included in architecture
 - Types of new project deployments that will be included in the report, but not the architecture (i.e. a wish list but nothing remotely planned or expected in the next 5 years)
 - CV2X
 - Adaptive Traffic Signals
 - Real-Time Incident Alerts – TMC sends incidents to 511, Waze, and Google, Receives reports from Waze
 - RWIS
 - Travel Time Systems
 - Smart Parking Systems
 - Automated Incident Detection
 - Smart Crosswalks
 - Emergency Vehicle Preemption
 - Transit Signal Authority
 - Automated Traffic Enforcement
 - Predictive Maintenance on Infrastructure
 - Mobility-as-a-Service
 - Will not add in
 - Dynamic Toll Pricing
 - Survey write-ins for discussion
 - Bus Smartphone App – see Good Earth Transit
 -
4. **Action Items**
- C. Chauvin to follow up with SCPDC on shared fiber agreement
 - C. Chauvin to follow up with Terrebonne Parish Transit Dept for Good Earth Transit status, identify private company doing development (possibly Transit Fare), J. Manning to provide contact
 - C. Chauvin to follow up with HPD on REV fiber drop
 - C. Chauvin to follow up with Chabert on LONI connection
 - C. Chauvin to follow up with A. Dupre on UAS testing facility – completed 9/3
 - C. Chauvin to follow up with SCPDC for potential of MPO fundings for new projects
 - C. Chauvin to follow up with J. Manning for scope of Ped Detection and Warning System

Appendix E – Existing ITS Field Devices



DOTD CCTV Locations

Name	Route	Direction	Cross Street	Latitude	Longitude	Parish
HOU-CAM-001	US90	E	LA24	29.6798	-90.782997	Terrebonne
HOU-CAM-002	LA24	E	N. Hollywood Rd.	29.6067696	-90.74324	Terrebonne
HOU-CAM-003	LA24	E	LA182	29.59939	-90.716316	Terrebonne
HOU-CAM-004	LA3040	E	LA24	29.63554	-90.758972	Terrebonne
HOU-CAM-006	LA182	E	LA3197	29.5742302	-90.726517	Terrebonne
HOU-CAM-007	LA182	E	LA3040	29.5909901	-90.720139	Terrebonne
HOU-CAM-008	LA3040	E	St. Charles Ave.	29.5943813	-90.74118	Terrebonne
HOU-CAM-009	LA311	E	S. Hollywood Rd.	29.5992908	-90.759064	Terrebonne
HOU-CAM-010	LA3040	E	S. Hollywood Rd.	29.6057701	-90.746033	Terrebonne
HOU-CAM-011	LA24	W	Intercoastal Waterway	29.5986805	-90.70726	Terrebonne
HOU-CAM-012	LA57	W	LA661	29.5872192	-90.701279	Terrebonne
HOU-CAM-013	LA24	W	LA3087	29.5908108	-90.676659	Terrebonne
HOU-CAM-014	LA659	W	LA3087	29.5926876	-90.677574	Terrebonne

DOTD DMS Location

Name	Route	Direction	Cross Street	Latitude	Longitude	Mile Marker	Parish
HOU-DMS-001	LA 24	W	at LA182	29.5992775	-90.71488953	12.3	Terrebonne

DOTD Zetron Location

- On Dunn St. at the Houma Intracoastal-Waterway Tunnel



DOTD D02 Traffic Signals

TSI	Major Route	Minor Route
29-001	LA 20 (Jackson Street)	LA 1 (Saint Mary)
29-002	LA 20 (Jackson Street)	(Local) 7th Street
29-003	LA 20 (Jackson Street)	(Local) 10th Street
29-004	LA 20 (Jackson Street)	(Local) West 3rd Street
29-005	LA 1 (Saint Mary)	(Local) Ridgefield Road
29-006	LA 20 (Canal Boulevard)	LA 1
29-007	LA 20 (Jackson Street)	(Local) 4th Street
29-008	LA 1 (Saint Mary)	(Local) Tiger Drive
29-009	LA 182	LA 1
29-010	LA 308	LA 182
29-011	LA 1	(Local) Twin Oaks Drive
29-012	LA 3199 (Mill Street)	LA 1
29-013	LA 1	(Local) Lafourche Street
29-014	LA 1	(Local) Main Street
29-015	LA 655	(Local) Main Street / Vacherie Street
29-017	LA 308	(Local) Rusty Eymard Parkway (Galliano Pontoon Bridge)
29-019	LA 657	(Local) 2nd Street
29-020	LA 308	LA 649 (Saint Charles Bridge)
29-021	LA 1	LA 649 (Saint Charles Bridge)
29-022	LA 1 (West Main Street)	(Local) Cote Blanche Bridge
29-023	LA 20	LA 304
29-024	LA 182	LA 316
29-025	LA 1	LA 1 (Old LA 1)
29-026	LA 1	(Local) North Main Street
29-027	LA 316	(Local) Bayou Gardens Boulevard Ext
29-028	LA 1	LA 654
29-031	LA 20 (Canal Boulevard)	LA 308
29-032	LA 655	LA 655
29-033	LA 1	LA 648 (Percy Brown Road)
29-034	LA 3185 (West Thibodaux Bypass)	LA 3107 (Talbot Avenue)
29-036	LA 182	LA 3052
29-037	LA 182	LA 3198
29-038	LA 648 (Percy Brown Road)	(Local) Holiday Drive / Ardoyne Street
29-039	LA 1 (West Main Street)	LA 3162
29-040	LA 308	LA 308 Spur (East 90Th Street)
29-041	LA 1	LA 309
29-042	LA 308	(Local) Hamilton Street
29-043	LA 182	US 90
29-045	LA 308	LA 654
29-047	LA 308	LA 20 (Saint Patrick Highway)
29-048	LA 1 (Saint Mary)	LA 3185 (West Thibodaux Bypass)
29-049	LA 308	(Local) Tiger Drive / Caoulon Road
29-050	LA 1	(Local) Audubon Drive
29-051	LA 308	(Local) Audubon Drive



TSI	Major Route	Minor Route
29-053	LA 1 (West Main Street)	(Local) Rusty Eymard Parkway (St. Joseph Bridge)
29-054	LA 3090	LA 1
29-055	LA 1 (West Main Street)	(Local) New Cut Off Bridge
29-056	LA 308	(Local) New Cut Off Bridge / East 28th Street
29-057	LA 3087 (Prospect Boulevard)	LA 182 (Hwy 90)
29-058	LA 20 (Canal Boulevard)	(Local) Rienzi
29-061	LA 3087 (Prospect Boulevard)	LA 316
29-062	LA 20 (Canal Boulevard)	(Local) Rue Loudon
29-064	LA 1	LA 3161
29-066	LA 20 (Canal Boulevard)	(Local) Glenwild Drive
29-067	LA 20 (Canal Boulevard)	LA 3107 (Talbot Avenue)
29-068	LA 1	(Local) Walmart Supercenter Driveway
29-069	LA 3235	LA 3162
29-070	LA 309	LA 3107 (Talbot Avenue)
29-071	LA 1	(Local) Adam Boulevard
29-072	LA 3235	LA 3161
29-073	LA 3235	LA 657
29-074	LA 24	LA 3235
29-075	LA 1	LA 657 (Larose Bridge)
29-076	LA 308	LA 657 (Larose Bridge)
29-077	LA 308	LA 3220
29-078	LA 308	LA 648
29-087	LA 308	(Local) Bayou Portuguese Drive
29-090	LA 1	(Local) Old Hwy 1 (New Leeville Bridge)
29-091	LA 308	(Local) Cote Blanche Bridge
55-001	LA 182 (Barrow Street)	(Local) Verret Street
55-002	LA 182 (Barrow Street)	(Local) Point Street
55-003	LA 311	LA 182 (Hwy 90)
55-004	LA 182 (Barrow Street)	LA 3040 (Honduras Street)
55-005	LA 182 (Barrow Street)	LA 3040 (Bond Street)
55-006	LA 182 (Barrow Street)	(Local) Belanger
55-007	LA 24 (West Park Avenue)	LA 182 (New Orleans Boulevard)
55-009	LA 182 (Barrow Street)	LA 24 (West Main Street)
55-010	LA 182	LA 660
55-011	LA 182	LA 20
55-012	LA 3040	LA 57 (Grand Caillou Road)
55-014	LA 3040 (Bond Street)	(Local) Roussell Street
55-016	LA 3040 (Honduras Street)	(Local) Goode Street
55-017	LA 24 (West Park Avenue)	LA 660 (Coteau Road)
55-019	LA 24 (West Park Avenue)	(Local) Funderburk Avenue
55-021	LA 24 (West Park Avenue)	LA 312 (Lafayette Street)
55-022	LA 24 (West Park Avenue)	(Local) Morgan Street
55-023	LA 24 (West Park Avenue)	(Local) Hollywood Road
55-024	LA 24 (Main Street)	LA 182 (New Orleans Boulevard)
55-025	LA 24 (Main Street)	LA 664 (Saint Charles Street)
55-026	LA 24 (Main Street)	LA 312 (Lafayette Street)



TSI	Major Route	Minor Route
55-027	LA 24 (West Main Street)	(Local) Church Street
55-029	LA 24	LA 316
55-030	LA 24 (Main Street)	LA 316
55-031	LA 24 (Main Street)	LA 311
55-032	LA 24 (Main Street)	(Local) Morgan Street
55-033	LA 24 (Main Street)	LA 661 (Howard Avenue)
55-034	LA 24 (Main Street)	LA 3040 (Hollywood Road)
55-035	LA 24 (Main Street)	LA 57 (Grand Caillou Road)
55-036	LA 24 (Schriever Overpass)	LA 20
55-037	LA 3040 (Honduras Street)	LA 312 (Lafayette Street)
55-038	LA 3040 (Bond Street)	LA 312 (Lafayette Street)
55-039	LA 57 (Grand Caillou Road)	LA 661 (North Van Avenue)
55-040	LA 661	LA 3040
55-041	LA 311 (Bayou Black Drive)	LA 664 (Saint Charles Street)
55-042	LA 24 (West Park Avenue)	LA 182 (Barrow Street)
55-043	LA 312 (Lafayette Street)	(Local) High Street
55-044	LA 312 (Lafayette Street)	(Local) Verrett Street
55-047	LA 3040 (West Tunnel Boulevard)	LA 664 (Saint Charles Street)
55-048	LA 20	LA 648 (Percy Brown Road)
55-049	LA 24 (Main Street)	(Local) Funderburk Avenue
55-050	LA 24 (Main Street)	(Local) Buquet Street
55-051	LA 57 (Grand Caillou Road)	(Local) Elysian Drive
55-052	LA 24 (West Park Avenue)	LA 316
55-053	LA 661	(Local) Acadian Drive
55-054	LA 24 (West Park Avenue)	(Local) Southland Mall Bridge
55-055	LA 24 (Main Street)	(Local) Southland Mall Bridge
55-056	LA 659	LA 3087 (Prospect Boulevard)
55-057	LA 56	(Local) Judith Street
55-058	LA 24 (West Park Avenue)	(Local) Westside Boulevard
55-059	LA 659	LA 57 (Grand Caillou Road)
55-061	LA 24 (East Main Street)	LA 3087 (Prospect Boulevard)
55-062	LA 3040 (Honduras Street)	(Local) Aycock Street
55-063	LA 24 (West Park Avenue)	(Local) Everett Street
55-064	LA 182	LA 315
55-065	LA 57 (Grand Caillou Road)	LA 3087 (Prospect Boulevard)
55-066	LA 24 (West Park Avenue)	LA 664 (Saint Charles Street)
55-067	LA 3040 (MLK Boulevard)	(Local) Hollywood Road
55-068	LA 24 (West Park Avenue)	(Local) Holiday Drive
55-069	LA 24 (West Main Street)	(Local) Duet Street
55-070	LA 56	(Local) Angel Street (Old Joseph Church)
55-071	LA 24 (Main Street)	LA 660 (Coteau Road)
55-072	LA 57 (Grand Caillou Road)	(Local) Moffet Road
55-073	LA 57	(Local) Industrial Boulevard / Hancock Street
55-074	LA 661	(Local) Industrial Boulevard
55-075	LA 57 (Grand Caillou Road)	(Local) Oaklawn Drive
55-076	LA 20	(Local) Main Project Road



TSI	Major Route	Minor Route
55-077	LA 3087	LA 660 (Coteau Road)
55-079	LA 24 (East Main Street)	(Local) East Street
55-080	LA 57	(Local) Woodlawn Ranch Road
55-081	LA 24 (Main Street)	(Local) Roy Street
55-082	LA 24 (West Park Avenue)	(Local) Idlewild Drive
55-083	LA 24 (West Park Avenue)	(Local) Oakshire
55-084	LA 24	LA 56
55-085	LA 24	LA 659
55-087	LA 311	(Local) Hollywood Road
55-088	LA 57 (Grand Caillou Road)	(Local) East Street
55-090	LA 24 (West Main Street)	US 90
55-092	LA 24 (West Park Avenue)	US 90
55-093	LA 182 (Hwy 90)	LA 664 (Saint Charles Street)
55-094	LA 3040 (West Tunnel Boulevard)	(Local) Polk Street
55-095	LA 57 (Grand Caillou Road)	(Local) Patterson Street
55-096	LA 24	LA 55 (Klondyke Bridge)
55-097	LA 56	(Local) Woodlawn Ranch Road
55-099	LA 24 (Main Street)	(Local) Westside Boulevard
55-101	LA 24	LA 3040 (Bayou Gardens)
55-102	LA 311	(Local) Savanne Road
55-103	LA 311	(Local) Polk Street
55-105	LA 3087 (Prospect Boulevard)	(Local) Hayes Street
55-107	LA 660	(Local) Bayou Gardens Boulevard Ext
55-108	LA 311 (Bayou Black Drive)	LA 312 (Lafayette Street)
55-109	LA 56	LA 58
55-110	LA 3040 (MLK Boulevard)	(Local) Enterprise Drive
55-111	LA 3040 (MLK Boulevard)	(Local) Savanne Road
55-112	LA 659	LA 661 (Howard Avenue)
55-113	LA 311 (Bayou Black Drive)	(Local) Mystic Boulevard
55-114	LA 57 (Grand Caillou Road)	(Local) Jane Avenue
55-115	LA 3040 (West Tunnel Boulevard)	(Local) Corporate Drive
55-116	LA 20	LA 3185
55-117	LA 24 (East Main Street)	(Local) Clendening Road
55-118	LA 311	(Local) Equity Street / Westside Extension
55-119	LA 3040 (MLK Boulevard)	(Local) Westside Boulevard Extension
55-120	LA 56	(Local) Bayouside Drive
55-121	LA 57	(Local) Thompson Road



Appendix F – ITS Services



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
CV001	Carrier Operations and Fleet Management	This service package manages a fleet of commercial vehicles. The Fleet and Freight Management Center monitors the vehicle fleet and can provide routes using either an in-house capability or an external provider. Routes generated by either approach are constrained by hazardous materials and other restrictions (such as height or weight). A route is electronically sent to the Commercial Vehicle with any appropriate dispatch instructions. The location of the Commercial Vehicle can be monitored by the Fleet and Freight Management Center and routing changes can be made depending on current road network conditions. This service package also supports maintenance of fleet vehicles with on-board monitoring equipment. Records of vehicle mileage, preventative maintenance and repairs are maintained.	Planned	Port Fourchon
CV010	Road Weather Information for Freight Carriers	The service package is a special case of the Road Weather Advisories and Warnings for Motorists service package that focuses on Freight Carrier users. It provides the capability to collect road weather data from connected vehicles and using that data to develop short term warnings or advisories that can be provided to individual commercial vehicles or to commercial vehicle dispatchers. The information may come from either vehicles operated by the general public and commercial entities (including passenger cars and trucks) or specialty vehicles and public fleet vehicles (such as snowplows, maintenance trucks, and other agency pool vehicles). The raw data will be processed in a controlling center to generate road segment-based data outputs. The processing will also include a road weather commercial vehicle alerts algorithm to generate short time horizon alerts that will be pushed to user systems and available to commercial vehicle dispatchers. In addition the information collected can be combined with observations and forecasts from other sources to provide medium (next 2-12 hours) or long term (more than 12 hours) advisories through a variety of interfaces including web based and connected vehicle based interfaces.	Planned	DOTD Houma TMC
CV010	Road Weather Information for Freight Carriers	The service package is a special case of the Road Weather Advisories and Warnings for Motorists service package that focuses on Freight Carrier users. It provides the capability to collect road weather data from connected vehicles and using that data to develop short term warnings or advisories that can be provided to individual commercial vehicles or to commercial vehicle dispatchers. The information may come from either vehicles operated by the general public and commercial entities (including passenger cars and trucks) or specialty vehicles and public fleet vehicles (such as snowplows, maintenance trucks, and other agency pool vehicles). The raw data will be processed in a controlling center to generate road segment-based data outputs. The processing will also include a road weather commercial vehicle alerts algorithm to generate short time horizon alerts that will be pushed to user systems and available to commercial vehicle dispatchers. In addition the information collected can be combined with observations and forecasts from other sources to provide medium (next 2-12 hours) or long term (more than 12 hours) advisories through a variety of interfaces including web based and connected vehicle based interfaces.	Planned	DOTD ITS Field Equipment
CV010	Road Weather Information for Freight Carriers	The service package is a special case of the Road Weather Advisories and Warnings for Motorists service package that focuses on Freight Carrier users. It provides the capability to collect road weather data from connected vehicles and using that data to develop short term warnings or advisories that can be provided to individual commercial vehicles or to commercial vehicle dispatchers. The information may come from either vehicles operated by the general public and commercial entities (including passenger cars and trucks) or specialty vehicles and public fleet vehicles (such as snowplows, maintenance trucks, and other agency pool vehicles). The raw data will be processed in a controlling center to generate road segment-based data outputs. The processing will also include a road weather commercial vehicle alerts algorithm to generate short time horizon alerts that will be pushed to user systems and available to commercial vehicle dispatchers. In addition the information collected can be combined with observations and forecasts from other sources to provide medium (next 2-12 hours) or long term (more than 12 hours) advisories through a variety of interfaces including web based and connected vehicle based interfaces.	Planned	DOTD ITS Section
CV010	Road Weather Information for Freight Carriers	The service package is a special case of the Road Weather Advisories and Warnings for Motorists service package that focuses on Freight Carrier users. It provides the capability to collect road weather data from connected vehicles and using that data to develop short term warnings or advisories that can be provided to individual commercial vehicles or to commercial vehicle dispatchers. The information may come from either vehicles operated by the general public and commercial entities (including passenger cars and trucks) or specialty vehicles and public fleet vehicles (such as snowplows, maintenance trucks, and other agency pool vehicles). The raw data will be processed in a controlling center to generate road segment-based data outputs. The processing will also include a road weather commercial vehicle alerts algorithm to generate short time horizon alerts that will be pushed to user systems and available to commercial vehicle dispatchers. In addition the information collected can be combined with observations and forecasts from other sources to provide medium (next 2-12 hours) or long term (more than 12 hours) advisories through a variety of interfaces including web based and connected vehicle based interfaces.	Planned	DOTD New Orleans TMC



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		forecasts from other sources to provide medium (next 2-12 hours) or long term (more than 12 hours) advisories through a variety of interfaces including web based and connected vehicle based interfaces.		
CV010	Road Weather Information for Freight Carriers	The service package is a special case of the Road Weather Advisories and Warnings for Motorists service package that focuses on Freight Carrier users. It provides the capability to collect road weather data from connected vehicles and using that data to develop short term warnings or advisories that can be provided to individual commercial vehicles or to commercial vehicle dispatchers. The information may come from either vehicles operated by the general public and commercial entities (including passenger cars and trucks) or specialty vehicles and public fleet vehicles (such as snowplows, maintenance trucks, and other agency pool vehicles). The raw data will be processed in a controlling center to generate road segment-based data outputs. The processing will also include a road weather commercial vehicle alerts algorithm to generate short time horizon alerts that will be pushed to user systems and available to commercial vehicle dispatchers. In addition the information collected can be combined with observations and forecasts from other sources to provide medium (next 2-12 hours) or long term (more than 12 hours) advisories through a variety of interfaces including web based and connected vehicle based interfaces.	Planned	DOTD Sub District 02 Traffic Operations
CV010	Road Weather Information for Freight Carriers	The service package is a special case of the Road Weather Advisories and Warnings for Motorists service package that focuses on Freight Carrier users. It provides the capability to collect road weather data from connected vehicles and using that data to develop short term warnings or advisories that can be provided to individual commercial vehicles or to commercial vehicle dispatchers. The information may come from either vehicles operated by the general public and commercial entities (including passenger cars and trucks) or specialty vehicles and public fleet vehicles (such as snowplows, maintenance trucks, and other agency pool vehicles). The raw data will be processed in a controlling center to generate road segment-based data outputs. The processing will also include a road weather commercial vehicle alerts algorithm to generate short time horizon alerts that will be pushed to user systems and available to commercial vehicle dispatchers. In addition the information collected can be combined with observations and forecasts from other sources to provide medium (next 2-12 hours) or long term (more than 12 hours) advisories through a variety of interfaces including web based and connected vehicle based interfaces.	Planned	Houma Network Communication
CV010	Road Weather Information for Freight Carriers	The service package is a special case of the Road Weather Advisories and Warnings for Motorists service package that focuses on Freight Carrier users. It provides the capability to collect road weather data from connected vehicles and using that data to develop short term warnings or advisories that can be provided to individual commercial vehicles or to commercial vehicle dispatchers. The information may come from either vehicles operated by the general public and commercial entities (including passenger cars and trucks) or specialty vehicles and public fleet vehicles (such as snowplows, maintenance trucks, and other agency pool vehicles). The raw data will be processed in a controlling center to generate road segment-based data outputs. The processing will also include a road weather commercial vehicle alerts algorithm to generate short time horizon alerts that will be pushed to user systems and available to commercial vehicle dispatchers. In addition the information collected can be combined with observations and forecasts from other sources to provide medium (next 2-12 hours) or long term (more than 12 hours) advisories through a variety of interfaces including web based and connected vehicle based interfaces.	Planned	LADOTD
CV010	Road Weather Information for Freight Carriers	The service package is a special case of the Road Weather Advisories and Warnings for Motorists service package that focuses on Freight Carrier users. It provides the capability to collect road weather data from connected vehicles and using that data to develop short term warnings or advisories that can be provided to individual commercial vehicles or to commercial vehicle dispatchers. The information may come from either vehicles operated by the general public and commercial entities (including passenger cars and trucks) or specialty vehicles and public fleet vehicles (such as snowplows, maintenance trucks, and other agency pool vehicles). The raw data will be processed in a controlling center to generate road segment-based data outputs. The processing will also include a road weather commercial vehicle alerts algorithm to generate short time horizon alerts that will be pushed to user systems and available to commercial vehicle dispatchers. In addition the information collected can be combined with observations and forecasts from other sources to provide medium (next 2-12 hours) or long term (more than 12 hours) advisories through a variety of interfaces including web based and connected vehicle based interfaces.	Planned	Lafourche Parish Government



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
CVO10	Road Weather Information for Freight Carriers	The service package is a special case of the Road Weather Advisories and Warnings for Motorists service package that focuses on Freight Carrier users. It provides the capability to collect road weather data from connected vehicles and using that data to develop short term warnings or advisories that can be provided to individual commercial vehicles or to commercial vehicle dispatchers. The information may come from either vehicles operated by the general public and commercial entities (including passenger cars and trucks) or specialty vehicles and public fleet vehicles (such as snowplows, maintenance trucks, and other agency pool vehicles). The raw data will be processed in a controlling center to generate road segment-based data outputs. The processing will also include a road weather commercial vehicle alerts algorithm to generate short time horizon alerts that will be pushed to user systems and available to commercial vehicle dispatchers. In addition the information collected can be combined with observations and forecasts from other sources to provide medium (next 2-12 hours) or long term (more than 12 hours) advisories through a variety of interfaces including web based and connected vehicle based interfaces.	Planned	Local Print and Broadcast Media
CVO10	Road Weather Information for Freight Carriers	The service package is a special case of the Road Weather Advisories and Warnings for Motorists service package that focuses on Freight Carrier users. It provides the capability to collect road weather data from connected vehicles and using that data to develop short term warnings or advisories that can be provided to individual commercial vehicles or to commercial vehicle dispatchers. The information may come from either vehicles operated by the general public and commercial entities (including passenger cars and trucks) or specialty vehicles and public fleet vehicles (such as snowplows, maintenance trucks, and other agency pool vehicles). The raw data will be processed in a controlling center to generate road segment-based data outputs. The processing will also include a road weather commercial vehicle alerts algorithm to generate short time horizon alerts that will be pushed to user systems and available to commercial vehicle dispatchers. In addition the information collected can be combined with observations and forecasts from other sources to provide medium (next 2-12 hours) or long term (more than 12 hours) advisories through a variety of interfaces including web based and connected vehicle based interfaces.	Planned	Louisiana 511/Website
CVO10	Road Weather Information for Freight Carriers	The service package is a special case of the Road Weather Advisories and Warnings for Motorists service package that focuses on Freight Carrier users. It provides the capability to collect road weather data from connected vehicles and using that data to develop short term warnings or advisories that can be provided to individual commercial vehicles or to commercial vehicle dispatchers. The information may come from either vehicles operated by the general public and commercial entities (including passenger cars and trucks) or specialty vehicles and public fleet vehicles (such as snowplows, maintenance trucks, and other agency pool vehicles). The raw data will be processed in a controlling center to generate road segment-based data outputs. The processing will also include a road weather commercial vehicle alerts algorithm to generate short time horizon alerts that will be pushed to user systems and available to commercial vehicle dispatchers. In addition the information collected can be combined with observations and forecasts from other sources to provide medium (next 2-12 hours) or long term (more than 12 hours) advisories through a variety of interfaces including web based and connected vehicle based interfaces.	Planned	TPCG Public Works Division
CVO12	HAZMAT Management	This service package integrates incident management capabilities with commercial vehicle tracking to assure effective treatment of HAZMAT material transport, including response to incidents. HAZMAT tracking is performed by the Fleet and Freight Management Center. The Emergency Management Center is notified by the Commercial Vehicle and the Fleet and Freight Management Center of the HAZMAT vehicle location and information about the HAZMAT load. If an incident occurs, the Emergency Management Center can use the information to coordinate the response. The response is tailored based on information that is provided as part of the original incident notification or derived from supplemental information provided by the Fleet and Freight Management Center. The latter information can be provided prior to the beginning of the trip, during the trip, or gathered following the incident depending on the selected policy and implementation.	Existing	Acadian Ambulance Dispatch
CVO12	HAZMAT Management	This service package integrates incident management capabilities with commercial vehicle tracking to assure effective treatment of HAZMAT material transport, including response to incidents. HAZMAT tracking is performed by the Fleet and Freight Management Center. The Emergency Management Center is notified by the Commercial Vehicle and the Fleet and Freight Management Center of the HAZMAT vehicle location and information about the HAZMAT load. If an incident occurs, the Emergency Management Center can use the information to coordinate the response. The response is tailored based on information that is provided as part of the original incident notification or derived from supplemental information provided by the Fleet and Freight Management Center. The latter information can be	Existing	Airport



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		provided prior to the beginning of the trip, during the trip, or gathered following the incident depending on the selected policy and implementation.		
CV012	HAZMAT Management	This service package integrates incident management capabilities with commercial vehicle tracking to assure effective treatment of HAZMAT material transport, including response to incidents. HAZMAT tracking is performed by the Fleet and Freight Management Center. The Emergency Management Center is notified by the Commercial Vehicle and the Fleet and Freight Management Center of the HAZMAT vehicle location and information about the HAZMAT load. If an incident occurs, the Emergency Management Center can use the information to coordinate the response. The response is tailored based on information that is provided as part of the original incident notification or derived from supplemental information provided by the Fleet and Freight Management Center. The latter information can be provided prior to the beginning of the trip, during the trip, or gathered following the incident depending on the selected policy and implementation.	Existing	DOTD Houma TMC
CV012	HAZMAT Management	This service package integrates incident management capabilities with commercial vehicle tracking to assure effective treatment of HAZMAT material transport, including response to incidents. HAZMAT tracking is performed by the Fleet and Freight Management Center. The Emergency Management Center is notified by the Commercial Vehicle and the Fleet and Freight Management Center of the HAZMAT vehicle location and information about the HAZMAT load. If an incident occurs, the Emergency Management Center can use the information to coordinate the response. The response is tailored based on information that is provided as part of the original incident notification or derived from supplemental information provided by the Fleet and Freight Management Center. The latter information can be provided prior to the beginning of the trip, during the trip, or gathered following the incident depending on the selected policy and implementation.	Existing	DOTD New Orleans TMC
CV012	HAZMAT Management	This service package integrates incident management capabilities with commercial vehicle tracking to assure effective treatment of HAZMAT material transport, including response to incidents. HAZMAT tracking is performed by the Fleet and Freight Management Center. The Emergency Management Center is notified by the Commercial Vehicle and the Fleet and Freight Management Center of the HAZMAT vehicle location and information about the HAZMAT load. If an incident occurs, the Emergency Management Center can use the information to coordinate the response. The response is tailored based on information that is provided as part of the original incident notification or derived from supplemental information provided by the Fleet and Freight Management Center. The latter information can be provided prior to the beginning of the trip, during the trip, or gathered following the incident depending on the selected policy and implementation.	Existing	DOTD Sub District 02 Traffic Operations
CV012	HAZMAT Management	This service package integrates incident management capabilities with commercial vehicle tracking to assure effective treatment of HAZMAT material transport, including response to incidents. HAZMAT tracking is performed by the Fleet and Freight Management Center. The Emergency Management Center is notified by the Commercial Vehicle and the Fleet and Freight Management Center of the HAZMAT vehicle location and information about the HAZMAT load. If an incident occurs, the Emergency Management Center can use the information to coordinate the response. The response is tailored based on information that is provided as part of the original incident notification or derived from supplemental information provided by the Fleet and Freight Management Center. The latter information can be provided prior to the beginning of the trip, during the trip, or gathered following the incident depending on the selected policy and implementation.	Existing	Houma/Thibodaux Fire Department
CV012	HAZMAT Management	This service package integrates incident management capabilities with commercial vehicle tracking to assure effective treatment of HAZMAT material transport, including response to incidents. HAZMAT tracking is performed by the Fleet and Freight Management Center. The Emergency Management Center is notified by the Commercial Vehicle and the Fleet and Freight Management Center of the HAZMAT vehicle location and information about the HAZMAT load. If an incident occurs, the Emergency Management Center can use the information to coordinate the response. The response is tailored based on information that is provided as part of the original incident notification or derived from supplemental information provided by the Fleet and Freight Management Center. The latter information can be provided prior to the beginning of the trip, during the trip, or gathered following the incident depending on the selected policy and implementation.	Existing	Local Fire Department
CV012	HAZMAT Management	This service package integrates incident management capabilities with commercial vehicle tracking to assure effective treatment of HAZMAT material transport, including response to incidents. HAZMAT tracking is performed by	Existing	Port Fourchon



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CV012	HAZMAT Management	This service package integrates incident management capabilities with commercial vehicle tracking to assure effective treatment of HAZMAT material transport, including response to incidents. HAZMAT tracking is performed by the Fleet and Freight Management Center. The Emergency Management Center is notified by the Commercial Vehicle and the Fleet and Freight Management Center of the HAZMAT vehicle location and information about the HAZMAT load. If an incident occurs, the Emergency Management Center can use the information to coordinate the response. The response is tailored based on information that is provided as part of the original incident notification or derived from supplemental information provided by the Fleet and Freight Management Center. The latter information can be provided prior to the beginning of the trip, during the trip, or gathered following the incident depending on the selected policy and implementation.	Existing	TPCG Pollution Control
DM01	ITS Data Warehouse	This service package provides access to transportation data to support transportation planning, condition and performance monitoring, safety analysis, and research. Configurations range from focused repositories that house data collected and owned by a single agency, district, private sector provider, or research institution to broad repositories that contain multimodal, multidimensional data from varied data sources covering a broader region. Both central repositories and physical distributed ITS data repositories are supported. Requests for data that are satisfied by access to a single repository in the ITS Data Warehouse service package may be parsed by the local repository and dynamically translated to requests to other repositories that relay the data necessary to satisfy the request. The repositories could include a data registry capability that allows registration of data identifiers or data definitions for interoperable use throughout a region.	Planned	DOTD Houma TMC
DM01	ITS Data Warehouse	This service package provides access to transportation data to support transportation planning, condition and performance monitoring, safety analysis, and research. Configurations range from focused repositories that house data collected and owned by a single agency, district, private sector provider, or research institution to broad repositories that contain multimodal, multidimensional data from varied data sources covering a broader region. Both central repositories and physical distributed ITS data repositories are supported. Requests for data that are satisfied by access to a single repository in the ITS Data Warehouse service package may be parsed by the local repository and dynamically translated to requests to other repositories that relay the data necessary to satisfy the request. The repositories could include a data registry capability that allows registration of data identifiers or data definitions for interoperable use throughout a region.	Planned	DOTD ITS Section
DM01	ITS Data Warehouse	This service package provides access to transportation data to support transportation planning, condition and performance monitoring, safety analysis, and research. Configurations range from focused repositories that house data collected and owned by a single agency, district, private sector provider, or research institution to broad repositories that contain multimodal, multidimensional data from varied data sources covering a broader region. Both central repositories and physical distributed ITS data repositories are supported. Requests for data that are satisfied by access to a single repository in the ITS Data Warehouse service package may be parsed by the local repository and	Planned	DOTD New Orleans TMC



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DM01	ITS Data Warehouse	This service package provides access to transportation data to support transportation planning, condition and performance monitoring, safety analysis, and research. Configurations range from focused repositories that house data collected and owned by a single agency, district, private sector provider, or research institution to broad repositories that contain multimodal, multidimensional data from varied data sources covering a broader region. Both central repositories and physical distributed ITS data repositories are supported. Requests for data that are satisfied by access to a single repository in the ITS Data Warehouse service package may be parsed by the local repository and dynamically translated to requests to other repositories that relay the data necessary to satisfy the request. The repositories could include a data registry capability that allows registration of data identifiers or data definitions for interoperable use throughout a region.	Planned	Good Earth Transit
DM01	ITS Data Warehouse	This service package provides access to transportation data to support transportation planning, condition and performance monitoring, safety analysis, and research. Configurations range from focused repositories that house data collected and owned by a single agency, district, private sector provider, or research institution to broad repositories that contain multimodal, multidimensional data from varied data sources covering a broader region. Both central repositories and physical distributed ITS data repositories are supported. Requests for data that are satisfied by access to a single repository in the ITS Data Warehouse service package may be parsed by the local repository and dynamically translated to requests to other repositories that relay the data necessary to satisfy the request. The repositories could include a data registry capability that allows registration of data identifiers or data definitions for interoperable use throughout a region.	Planned	LADOTD
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DM01	ITS Data Warehouse	This service package provides access to transportation data to support transportation planning, condition and performance monitoring, safety analysis, and research. Configurations range from focused repositories that house data collected and owned by a single agency, district, private sector provider, or research institution to broad repositories that contain multimodal, multidimensional data from varied data sources covering a broader region. Both central repositories and physical distributed ITS data repositories are supported. Requests for data that are satisfied by access to a single repository in the ITS Data Warehouse service package may be parsed by the local repository and dynamically translated to requests to other repositories that relay the data necessary to satisfy the request. The repositories could include a data registry capability that allows registration of data identifiers or data definitions for interoperable use throughout a region.	Planned	Lafourche Parish/Terrebonne Parish School Board Central Office



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DM01	ITS Data Warehouse	This service package provides access to transportation data to support transportation planning, condition and performance monitoring, safety analysis, and research. Configurations range from focused repositories that house data collected and owned by a single agency, district, private sector provider, or research institution to broad repositories that contain multimodal, multidimensional data from varied data sources covering a broader region. Both central repositories and physical distributed ITS data repositories are supported. Requests for data that are satisfied by access to a single repository in the ITS Data Warehouse service package may be parsed by the local repository and dynamically translated to requests to other repositories that relay the data necessary to satisfy the request. The repositories could include a data registry capability that allows registration of data identifiers or data definitions for interoperable use throughout a region.	Planned	TPCG Consolidated Water Works
DM01	ITS Data Warehouse	This service package provides access to transportation data to support transportation planning, condition and performance monitoring, safety analysis, and research. Configurations range from focused repositories that house data collected and owned by a single agency, district, private sector provider, or research institution to broad repositories that contain multimodal, multidimensional data from varied data sources covering a broader region. Both central repositories and physical distributed ITS data repositories are supported. Requests for data that are satisfied by access to a single repository in the ITS Data Warehouse service package may be parsed by the local repository and dynamically translated to requests to other repositories that relay the data necessary to satisfy the request. The repositories could include a data registry capability that allows registration of data identifiers or data definitions for interoperable use throughout a region.	Planned	TPCG Utilities Division
MC01	Maintenance and Construction Vehicle and Equipment Tracking	This service package tracks the location of maintenance and construction vehicles and other equipment to ascertain the progress of their activities. Checks can include ensuring the correct roads are being plowed and work activity is being performed at the correct locations.	Planned	DOTD Sub District 02 Traffic Operations
MC01	Maintenance and Construction Vehicle and Equipment Tracking	This service package tracks the location of maintenance and construction vehicles and other equipment to ascertain the progress of their activities. Checks can include ensuring the correct roads are being plowed and work activity is being performed at the correct locations.	Planned	LADOTD
MC01	Maintenance and Construction Vehicle and Equipment Tracking	This service package tracks the location of maintenance and construction vehicles and other equipment to ascertain the progress of their activities. Checks can include ensuring the correct roads are being plowed and work activity is being performed at the correct locations.	Planned	Lafourche Parish Government
MC01	Maintenance and Construction Vehicle and Equipment Tracking	This service package tracks the location of maintenance and construction vehicles and other equipment to ascertain the progress of their activities. Checks can include ensuring the correct roads are being plowed and work activity is being performed at the correct locations.	Planned	Terrebonne Parish Consolidated Government



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
MC02	Maintenance and Construction Vehicle Maintenance	This service package performs vehicle maintenance scheduling and manages both routine and corrective maintenance activities on vehicles and other maintenance and construction equipment. It includes on-board sensors capable of automatically performing diagnostics for maintenance and construction vehicles, and the systems that collect this diagnostic information and use it to schedule and manage vehicle and equipment maintenance.	Planned	DOTD Sub District 02 Traffic Operations
MC02	Maintenance and Construction Vehicle Maintenance	This service package performs vehicle maintenance scheduling and manages both routine and corrective maintenance activities on vehicles and other maintenance and construction equipment. It includes on-board sensors capable of automatically performing diagnostics for maintenance and construction vehicles, and the systems that collect this diagnostic information and use it to schedule and manage vehicle and equipment maintenance.	Planned	LADOTD
MC02	Maintenance and Construction Vehicle Maintenance	This service package performs vehicle maintenance scheduling and manages both routine and corrective maintenance activities on vehicles and other maintenance and construction equipment. It includes on-board sensors capable of automatically performing diagnostics for maintenance and construction vehicles, and the systems that collect this diagnostic information and use it to schedule and manage vehicle and equipment maintenance.	Planned	Lafourche Parish Government
MC02	Maintenance and Construction Vehicle Maintenance	This service package performs vehicle maintenance scheduling and manages both routine and corrective maintenance activities on vehicles and other maintenance and construction equipment. It includes on-board sensors capable of automatically performing diagnostics for maintenance and construction vehicles, and the systems that collect this diagnostic information and use it to schedule and manage vehicle and equipment maintenance.	Planned	Terrebonne Parish Consolidated Government
MC05	Roadway Maintenance and Construction	This service package supports numerous services for scheduled and unscheduled maintenance and construction on a roadway system or right-of-way. Maintenance services include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of both ITS and non-ITS equipment on the roadway (e.g., signs, traffic controllers, traffic detectors, dynamic message signs, traffic signals, CCTV, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling maintenance and construction activities.	Existing	DOTD Houma TMC
MC05	Roadway Maintenance and Construction	This service package supports numerous services for scheduled and unscheduled maintenance and construction on a roadway system or right-of-way. Maintenance services include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of both ITS and non-ITS equipment on the roadway (e.g., signs, traffic controllers, traffic detectors, dynamic message signs, traffic signals, CCTV, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling maintenance and construction activities.	Existing	DOTD ITS Section
MC05	Roadway Maintenance and Construction	This service package supports numerous services for scheduled and unscheduled maintenance and construction on a roadway system or right-of-way. Maintenance services include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of both ITS and non-ITS equipment on the roadway (e.g., signs, traffic controllers, traffic detectors, dynamic message signs, traffic signals, CCTV, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling maintenance and construction activities.	Existing	DOTD New Orleans TMC
MC05	Roadway Maintenance and Construction	This service package supports numerous services for scheduled and unscheduled maintenance and construction on a roadway system or right-of-way. Maintenance services include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of both ITS and non-ITS equipment on the roadway (e.g., signs, traffic controllers, traffic detectors, dynamic message signs, traffic signals, CCTV, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling maintenance and construction activities.	Existing	DOTD Sub District 02 Traffic Operations
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MC06	Work Zone Management	This service package manages work zones, controlling traffic in areas of the roadway where maintenance, construction, and utility work activities are underway. Traffic conditions are monitored using CCTV cameras and controlled using dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers. Work zone information is coordinated with other groups (e.g., TIC, traffic management, other maintenance and construction centers). Work zone speeds and delays are provided to the motorist prior to the work zones. This service package provides control of field equipment in all maintenance and construction areas, including fixed, portable, and truck-mounted devices supporting both stationary and mobile work zones.	Planned	DOTD Houma TMC
MC06	Work Zone Management	This service package manages work zones, controlling traffic in areas of the roadway where maintenance, construction, and utility work activities are underway. Traffic conditions are monitored using CCTV cameras and controlled using dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers. Work zone information is coordinated with other groups (e.g., TIC, traffic management, other maintenance and construction centers). Work zone speeds and delays are provided to the motorist prior to the work zones. This service package provides control of field equipment in all maintenance and construction areas, including fixed, portable, and truck-mounted devices supporting both stationary and mobile work zones.	Planned	DOTD ITS Field Equipment
MC06	Work Zone Management	This service package manages work zones, controlling traffic in areas of the roadway where maintenance, construction, and utility work activities are underway. Traffic conditions are monitored using CCTV cameras and controlled using dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers. Work zone information is coordinated with other groups (e.g., TIC, traffic management, other maintenance and construction centers). Work zone speeds and delays are provided to the motorist prior to the work zones. This service package provides control of field equipment in all maintenance and construction areas, including fixed, portable, and truck-mounted devices supporting both stationary and mobile work zones.	Planned	DOTD ITS Section
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MC06	Work Zone Management	This service package manages work zones, controlling traffic in areas of the roadway where maintenance, construction, and utility work activities are underway. Traffic conditions are monitored using CCTV cameras and controlled using dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers. Work zone information is coordinated with other groups (e.g., TIC, traffic management, other maintenance and construction centers). Work zone speeds and delays are provided to the motorist prior to the work zones. This service package provides control of field equipment in all maintenance and construction areas, including fixed, portable, and truck-mounted devices supporting both stationary and mobile work zones.	Planned	LADOTD
MC07	Work Zone Safety Monitoring	This service package provides warnings to maintenance personnel within a work zone about potential hazards within the work zone. It enables vehicles or the infrastructure to provide warnings to workers in a work zone when a vehicle is moving in a manner that appears to create an unsafe condition (e.g., moving at high speed or entering the work zone).	Planned	DOTD ITS Field Equipment
MC07	Work Zone Safety Monitoring	This service package provides warnings to maintenance personnel within a work zone about potential hazards within the work zone. It enables vehicles or the infrastructure to provide warnings to workers in a work zone when a vehicle is moving in a manner that appears to create an unsafe condition (e.g., moving at high speed or entering the work zone).	Planned	DOTD Sub District 02 Traffic Operations
MC07	Work Zone Safety Monitoring	This service package provides warnings to maintenance personnel within a work zone about potential hazards within the work zone. It enables vehicles or the infrastructure to provide warnings to workers in a work zone when a vehicle is moving in a manner that appears to create an unsafe condition (e.g., moving at high speed or entering the work zone).	Planned	LADOTD
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MC08	Maintenance and Construction Activity Coordination	This service package supports the dissemination of maintenance and construction activity to centers that can utilize it as part of their operations, or to Transportation Information Centers who can provide the information to travelers. Center to center coordination of work plans supports adjustments to reduce disruption to regional transportation operations.	Planned	DOTD Houma TMC
MC08	Maintenance and Construction Activity Coordination	This service package supports the dissemination of maintenance and construction activity to centers that can utilize it as part of their operations, or to Transportation Information Centers who can provide the information to travelers. Center to center coordination of work plans supports adjustments to reduce disruption to regional transportation operations.	Planned	DOTD ITS Section
MC08	Maintenance and Construction Activity Coordination	This service package supports the dissemination of maintenance and construction activity to centers that can utilize it as part of their operations, or to Transportation Information Centers who can provide the information to travelers. Center to center coordination of work plans supports adjustments to reduce disruption to regional transportation operations.	Planned	DOTD New Orleans TMC
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MC08	Maintenance and Construction Activity Coordination	This service package supports the dissemination of maintenance and construction activity to centers that can utilize it as part of their operations, or to Transportation Information Centers who can provide the information to travelers. Center to center coordination of work plans supports adjustments to reduce disruption to regional transportation operations.	Planned	LADOTD
MC08	Maintenance and Construction Activity Coordination	This service package supports the dissemination of maintenance and construction activity to centers that can utilize it as part of their operations, or to Transportation Information Centers who can provide the information to travelers. Center to center coordination of work plans supports adjustments to reduce disruption to regional transportation operations.	Planned	Lafourche Parish Government
MC08	Maintenance and Construction Activity Coordination	This service package supports the dissemination of maintenance and construction activity to centers that can utilize it as part of their operations, or to Transportation Information Centers who can provide the information to travelers. Center to center coordination of work plans supports adjustments to reduce disruption to regional transportation operations.	Planned	Terrebonne Parish Consolidated Government
MC09	Infrastructure Monitoring	This service package monitors the condition of pavement, bridges, tunnels, associated hardware, and other transportation-related infrastructure (e.g., culverts) using both fixed and vehicle-based infrastructure monitoring sensors. Fixed sensors monitor vibration, stress, temperature, continuity, and other parameters and mobile sensors and data logging devices collect information on current infrastructure condition. This service package also monitors vehicle probes for vertical acceleration data and other probe data that may be used to determine current pavement condition.	Existing	DOTD ITS Field Equipment
MC09	Infrastructure Monitoring	This service package monitors the condition of pavement, bridges, tunnels, associated hardware, and other transportation-related infrastructure (e.g., culverts) using both fixed and vehicle-based infrastructure monitoring sensors. Fixed sensors monitor vibration, stress, temperature, continuity, and other parameters and mobile sensors and data logging devices collect information on current infrastructure condition. This service package also monitors vehicle probes for vertical acceleration data and other probe data that may be used to determine current pavement condition.	Existing	DOTD Sub District 02 Traffic Operations
MC09	Infrastructure Monitoring	This service package monitors the condition of pavement, bridges, tunnels, associated hardware, and other transportation-related infrastructure (e.g., culverts) using both fixed and vehicle-based infrastructure monitoring sensors. Fixed sensors monitor vibration, stress, temperature, continuity, and other parameters and mobile sensors and data logging devices collect information on current infrastructure condition. This service package also monitors vehicle probes for vertical acceleration data and other probe data that may be used to determine current pavement condition.	Existing	LADOTD
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PS01	Emergency Call-Taking and Dispatch	This service package provides basic public safety call-taking and dispatch services. It includes emergency vehicle equipment, equipment used to receive and route emergency calls, and wireless communications that enable safe and rapid deployment of appropriate resources to an emergency. Coordination between Emergency Management Centers supports emergency notification between agencies. Wide area wireless communications between the Emergency Management Center and an Emergency Vehicle supports dispatch and provision of information to responding personnel. This service package also provides information to support dynamic routing of emergency vehicles. Traffic information, road conditions, and weather advisories are provided to enhance emergency vehicle routing. The	Existing	Acadian Ambulance Dispatch



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		Emergency Management Center provides routing information based on real-time conditions and has the option to request an ingress/egress route from the Traffic Management Center.		
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PS01	Emergency Call-Taking and Dispatch	This service package provides basic public safety call-taking and dispatch services. It includes emergency vehicle equipment, equipment used to receive and route emergency calls, and wireless communications that enable safe and rapid deployment of appropriate resources to an emergency. Coordination between Emergency Management Centers supports emergency notification between agencies. Wide area wireless communications between the Emergency Management Center and an Emergency Vehicle supports dispatch and provision of information to responding personnel. This service package also provides information to support dynamic routing of emergency vehicles. Traffic information, road conditions, and weather advisories are provided to enhance emergency vehicle routing. The Emergency Management Center provides routing information based on real-time conditions and has the option to request an ingress/egress route from the Traffic Management Center.	Existing	DOTD New Orleans TMC
PS01	Emergency Call-Taking and Dispatch	This service package provides basic public safety call-taking and dispatch services. It includes emergency vehicle equipment, equipment used to receive and route emergency calls, and wireless communications that enable safe and rapid deployment of appropriate resources to an emergency. Coordination between Emergency Management Centers supports emergency notification between agencies. Wide area wireless communications between the Emergency Management Center and an Emergency Vehicle supports dispatch and provision of information to responding personnel. This service package also provides information to support dynamic routing of emergency vehicles. Traffic information, road conditions, and weather advisories are provided to enhance emergency vehicle routing. The Emergency Management Center provides routing information based on real-time conditions and has the option to request an ingress/egress route from the Traffic Management Center.	Existing	E911/Office of Emergency Preparedness
PS01	Emergency Call-Taking and Dispatch	This service package provides basic public safety call-taking and dispatch services. It includes emergency vehicle equipment, equipment used to receive and route emergency calls, and wireless communications that enable safe and rapid deployment of appropriate resources to an emergency. Coordination between Emergency Management Centers supports emergency notification between agencies. Wide area wireless communications between the Emergency Management Center and an Emergency Vehicle supports dispatch and provision of information to responding personnel. This service package also provides information to support dynamic routing of emergency vehicles. Traffic information, road conditions, and weather advisories are provided to enhance emergency vehicle routing. The Emergency Management Center provides routing information based on real-time conditions and has the option to request an ingress/egress route from the Traffic Management Center.	Existing	Emergency Vehicle
PS01	Emergency Call-Taking and Dispatch	This service package provides basic public safety call-taking and dispatch services. It includes emergency vehicle equipment, equipment used to receive and route emergency calls, and wireless communications that enable safe and rapid deployment of appropriate resources to an emergency. Coordination between Emergency Management Centers supports emergency notification between agencies. Wide area wireless communications between the Emergency Management Center and an Emergency Vehicle supports dispatch and provision of information to responding personnel. This service package also provides information to support dynamic routing of emergency vehicles. Traffic information, road conditions, and weather advisories are provided to enhance emergency vehicle routing. The Emergency Management Center provides routing information based on real-time conditions and has the option to request an ingress/egress route from the Traffic Management Center.	Existing	Houma Network Communication



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS01	Emergency Call-Taking and Dispatch	This service package provides basic public safety call-taking and dispatch services. It includes emergency vehicle equipment, equipment used to receive and route emergency calls, and wireless communications that enable safe and rapid deployment of appropriate resources to an emergency. Coordination between Emergency Management Centers supports emergency notification between agencies. Wide area wireless communications between the Emergency Management Center and an Emergency Vehicle supports dispatch and provision of information to responding personnel. This service package also provides information to support dynamic routing of emergency vehicles. Traffic information, road conditions, and weather advisories are provided to enhance emergency vehicle routing. The Emergency Management Center provides routing information based on real-time conditions and has the option to request an ingress/egress route from the Traffic Management Center.	Existing	Houma/Thibodaux Fire Department
PS01	Emergency Call-Taking and Dispatch	This service package provides basic public safety call-taking and dispatch services. It includes emergency vehicle equipment, equipment used to receive and route emergency calls, and wireless communications that enable safe and rapid deployment of appropriate resources to an emergency. Coordination between Emergency Management Centers supports emergency notification between agencies. Wide area wireless communications between the Emergency Management Center and an Emergency Vehicle supports dispatch and provision of information to responding personnel. This service package also provides information to support dynamic routing of emergency vehicles. Traffic information, road conditions, and weather advisories are provided to enhance emergency vehicle routing. The Emergency Management Center provides routing information based on real-time conditions and has the option to request an ingress/egress route from the Traffic Management Center.	Existing	Houma/Thibodaux Police Department
PS01	Emergency Call-Taking and Dispatch	This service package provides basic public safety call-taking and dispatch services. It includes emergency vehicle equipment, equipment used to receive and route emergency calls, and wireless communications that enable safe and rapid deployment of appropriate resources to an emergency. Coordination between Emergency Management Centers supports emergency notification between agencies. Wide area wireless communications between the Emergency Management Center and an Emergency Vehicle supports dispatch and provision of information to responding personnel. This service package also provides information to support dynamic routing of emergency vehicles. Traffic information, road conditions, and weather advisories are provided to enhance emergency vehicle routing. The Emergency Management Center provides routing information based on real-time conditions and has the option to request an ingress/egress route from the Traffic Management Center.	Existing	Lafourche Parish/Terrebonne Parish Communications District
PS01	Emergency Call-Taking and Dispatch	This service package provides basic public safety call-taking and dispatch services. It includes emergency vehicle equipment, equipment used to receive and route emergency calls, and wireless communications that enable safe and rapid deployment of appropriate resources to an emergency. Coordination between Emergency Management Centers supports emergency notification between agencies. Wide area wireless communications between the Emergency Management Center and an Emergency Vehicle supports dispatch and provision of information to responding personnel. This service package also provides information to support dynamic routing of emergency vehicles. Traffic information, road conditions, and weather advisories are provided to enhance emergency vehicle routing. The Emergency Management Center provides routing information based on real-time conditions and has the option to request an ingress/egress route from the Traffic Management Center.	Existing	Lafourche Parish/Terrebonne Parish Sheriff Office
PS01	Emergency Call-Taking and Dispatch	This service package provides basic public safety call-taking and dispatch services. It includes emergency vehicle equipment, equipment used to receive and route emergency calls, and wireless communications that enable safe and rapid deployment of appropriate resources to an emergency. Coordination between Emergency Management Centers supports emergency notification between agencies. Wide area wireless communications between the Emergency Management Center and an Emergency Vehicle supports dispatch and provision of information to responding personnel. This service package also provides information to support dynamic routing of emergency vehicles. Traffic information, road conditions, and weather advisories are provided to enhance emergency vehicle routing. The Emergency Management Center provides routing information based on real-time conditions and has the option to request an ingress/egress route from the Traffic Management Center.	Existing	Local Fire Department
PS01	Emergency Call-Taking and Dispatch	This service package provides basic public safety call-taking and dispatch services. It includes emergency vehicle equipment, equipment used to receive and route emergency calls, and wireless communications that enable safe and rapid deployment of appropriate resources to an emergency. Coordination between Emergency Management Centers supports emergency notification between agencies. Wide area wireless communications between the Emergency Management Center and an Emergency Vehicle supports dispatch and provision of information to responding personnel. This service package also provides information to support dynamic routing of emergency vehicles. Traffic information, road conditions, and weather advisories are provided to enhance emergency vehicle routing. The Emergency Management Center provides routing information based on real-time conditions and has the option to request an ingress/egress route from the Traffic Management Center.	Existing	LSP Troop C



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		Management Center and an Emergency Vehicle supports dispatch and provision of information to responding personnel. This service package also provides information to support dynamic routing of emergency vehicles. Traffic information, road conditions, and weather advisories are provided to enhance emergency vehicle routing. The Emergency Management Center provides routing information based on real-time conditions and has the option to request an ingress/egress route from the Traffic Management Center.		
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Existing	Acadian Ambulance Dispatch
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Existing	DOTD Houma TMC
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Existing	DOTD ITS Section
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Existing	DOTD New Orleans TMC
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Existing	DOTD Sub District 02 Traffic Operations
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Existing	E911/Office of Emergency Preparedness



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Existing	Emergency Vehicle
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Existing	Houma Network Communication
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Existing	Houma/Thibodaux Fire Department
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Existing	Houma/Thibodaux Police Department
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Existing	Lafourche Parish/Terrebonne Parish Communications District
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Existing	Lafourche Parish/Terrebonne Parish Sheriff Office
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Existing	Local Fire Department



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Existing	LSP Troop C
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Existing	Other Emergency Management
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Existing	Other Public Safety Agencies
PS03	Emergency Vehicle Preemption	This service package provides signal preemption for public safety first responder vehicles. Both traditional signal preemption systems and new systems based on connected vehicle technology are covered. In more advanced systems, movement of public safety vehicles through the intersection can be facilitated by clearing queues and holding conflicting phases. In addition, this SP also covers the transition back to normal traffic signal operations after providing emergency vehicle preemption.	Existing	Acadian Ambulance Dispatch
PS03	Emergency Vehicle Preemption	This service package provides signal preemption for public safety first responder vehicles. Both traditional signal preemption systems and new systems based on connected vehicle technology are covered. In more advanced systems, movement of public safety vehicles through the intersection can be facilitated by clearing queues and holding conflicting phases. In addition, this SP also covers the transition back to normal traffic signal operations after providing emergency vehicle preemption.	Existing	DOTD Houma TMC
PS03	Emergency Vehicle Preemption	This service package provides signal preemption for public safety first responder vehicles. Both traditional signal preemption systems and new systems based on connected vehicle technology are covered. In more advanced systems, movement of public safety vehicles through the intersection can be facilitated by clearing queues and holding conflicting phases. In addition, this SP also covers the transition back to normal traffic signal operations after providing emergency vehicle preemption.	Existing	DOTD ITS Field Equipment
PS03	Emergency Vehicle Preemption	This service package provides signal preemption for public safety first responder vehicles. Both traditional signal preemption systems and new systems based on connected vehicle technology are covered. In more advanced systems, movement of public safety vehicles through the intersection can be facilitated by clearing queues and holding conflicting phases. In addition, this SP also covers the transition back to normal traffic signal operations after providing emergency vehicle preemption.	Existing	DOTD New Orleans TMC
PS03	Emergency Vehicle Preemption	This service package provides signal preemption for public safety first responder vehicles. Both traditional signal preemption systems and new systems based on connected vehicle technology are covered. In more advanced systems, movement of public safety vehicles through the intersection can be facilitated by clearing queues and holding conflicting phases. In addition, this SP also covers the transition back to normal traffic signal operations after providing emergency vehicle preemption.	Existing	DOTD Sub District 02 Traffic Operations



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS03	Emergency Vehicle Preemption	This service package provides signal preemption for public safety first responder vehicles. Both traditional signal preemption systems and new systems based on connected vehicle technology are covered. In more advanced systems, movement of public safety vehicles through the intersection can be facilitated by clearing queues and holding conflicting phases. In addition, this SP also covers the transition back to normal traffic signal operations after providing emergency vehicle preemption.	Existing	DOTD Sub District 02 Traffic Signal System
PS03	Emergency Vehicle Preemption	This service package provides signal preemption for public safety first responder vehicles. Both traditional signal preemption systems and new systems based on connected vehicle technology are covered. In more advanced systems, movement of public safety vehicles through the intersection can be facilitated by clearing queues and holding conflicting phases. In addition, this SP also covers the transition back to normal traffic signal operations after providing emergency vehicle preemption.	Existing	E911/Office of Emergency Preparedness
PS03	Emergency Vehicle Preemption	This service package provides signal preemption for public safety first responder vehicles. Both traditional signal preemption systems and new systems based on connected vehicle technology are covered. In more advanced systems, movement of public safety vehicles through the intersection can be facilitated by clearing queues and holding conflicting phases. In addition, this SP also covers the transition back to normal traffic signal operations after providing emergency vehicle preemption.	Existing	Emergency Vehicle
PS03	Emergency Vehicle Preemption	This service package provides signal preemption for public safety first responder vehicles. Both traditional signal preemption systems and new systems based on connected vehicle technology are covered. In more advanced systems, movement of public safety vehicles through the intersection can be facilitated by clearing queues and holding conflicting phases. In addition, this SP also covers the transition back to normal traffic signal operations after providing emergency vehicle preemption.	Existing	Houma/Thibodaux Fire Department
PS03	Emergency Vehicle Preemption	This service package provides signal preemption for public safety first responder vehicles. Both traditional signal preemption systems and new systems based on connected vehicle technology are covered. In more advanced systems, movement of public safety vehicles through the intersection can be facilitated by clearing queues and holding conflicting phases. In addition, this SP also covers the transition back to normal traffic signal operations after providing emergency vehicle preemption.	Existing	Local Fire Department
PS04	Mayday Notification	This service package provides the capability for a vehicle to automatically transmit an emergency message when the vehicle has been involved in a crash or other distress situation. An automatic crash notification feature transmits key data on the crash recorded by sensors mounted in the vehicle (e.g. deployment of airbags) without the need for involvement of the driver. The emergency message is sent to emergency response services, which determines and carries out the appropriate response. This service package allows passing vehicles to receive and forward mayday requests in areas where no communications infrastructure exists. Emergency notifications from personal devices are also supported.	Existing	E911/Office of Emergency Preparedness
PS04	Mayday Notification	This service package provides the capability for a vehicle to automatically transmit an emergency message when the vehicle has been involved in a crash or other distress situation. An automatic crash notification feature transmits key data on the crash recorded by sensors mounted in the vehicle (e.g. deployment of airbags) without the need for involvement of the driver. The emergency message is sent to emergency response services, which determines and carries out the appropriate response. This service package allows passing vehicles to receive and forward mayday requests in areas where no communications infrastructure exists. Emergency notifications from personal devices are also supported.	Existing	Good Earth Transit
PS04	Mayday Notification	This service package provides the capability for a vehicle to automatically transmit an emergency message when the vehicle has been involved in a crash or other distress situation. An automatic crash notification feature transmits key data on the crash recorded by sensors mounted in the vehicle (e.g. deployment of airbags) without the need for involvement of the driver. The emergency message is sent to emergency response services, which determines and carries out the appropriate response. This service package allows passing vehicles to receive and forward mayday requests in areas where no communications infrastructure exists. Emergency notifications from personal devices are also supported.	Existing	Houma/Thibodaux Police Department
PS04	Mayday Notification	This service package provides the capability for a vehicle to automatically transmit an emergency message when the vehicle has been involved in a crash or other distress situation. An automatic crash notification feature transmits key data on the crash recorded by sensors mounted in the vehicle (e.g. deployment of airbags) without the need for	Existing	Lafourche Parish/Terrebonne



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		involvement of the driver. The emergency message is sent to emergency response services, which determines and carries out the appropriate response. This service package allows passing vehicles to receive and forward mayday requests in areas where no communications infrastructure exists. Emergency notifications from personal devices are also supported.		Parish Communications District
PS04	Mayday Notification	This service package provides the capability for a vehicle to automatically transmit an emergency message when the vehicle has been involved in a crash or other distress situation. An automatic crash notification feature transmits key data on the crash recorded by sensors mounted in the vehicle (e.g. deployment of airbags) without the need for involvement of the driver. The emergency message is sent to emergency response services, which determines and carries out the appropriate response. This service package allows passing vehicles to receive and forward mayday requests in areas where no communications infrastructure exists. Emergency notifications from personal devices are also supported.	Existing	Other Public Safety Agencies
PS05	Vehicle Emergency Response	The Vehicle Emergency Response service package provides arriving public safety vehicles with information from connected vehicles involved in a crash. Emergency responders need information about the vehicles involved in a crash to respond safely and effectively to the vehicle crash. Information such as HAZMAT data can assist the responders. Information about air bag activations and other measures indicating the severity of the crash can provide useful input to ambulance staff. In addition information about the power system of the vehicle (e.g. hybrid, electric, or internal combustion engine) can affect the response.	Planned	Emergency Vehicle
PS06	Incident Scene Pre-Arrival Staging Guidance for Emergency Responders	This service package will provide situational awareness to and coordination among emergency responders - upon dispatch, while en route to establish incident scene work zones, upon initial arrival and staging of assets, and afterward if circumstances require additional dispatch and staging. It collects a variety of data from emergency, traffic, and maintenance centers. It includes a vehicle and equipment staging function that supplies the en route responders with additional information about the scene of an incident that they can use to determine where to stage personnel and equipment prior to their arrival on-scene. The service package also includes a dynamic routing function which provides emergency responders with real-time navigation instructions to travel from their base to the incident scene, accounting for traffic conditions, road closures, and snowplow reports if needed. In addition it includes an emergency responder status reporting function which continuously monitors the location of the en route responder vehicles as well as the vehicles already on-scene. The function develops and maintains the current position of the responder's vehicles and provides updates for estimated time of arrival (ETA).	Planned	Acadian Ambulance Dispatch
PS06	Incident Scene Pre-Arrival Staging Guidance for Emergency Responders	This service package will provide situational awareness to and coordination among emergency responders - upon dispatch, while en route to establish incident scene work zones, upon initial arrival and staging of assets, and afterward if circumstances require additional dispatch and staging. It collects a variety of data from emergency, traffic, and maintenance centers. It includes a vehicle and equipment staging function that supplies the en route responders with additional information about the scene of an incident that they can use to determine where to stage personnel and equipment prior to their arrival on-scene. The service package also includes a dynamic routing function which provides emergency responders with real-time navigation instructions to travel from their base to the incident scene, accounting for traffic conditions, road closures, and snowplow reports if needed. In addition it includes an emergency responder status reporting function which continuously monitors the location of the en route responder vehicles as well as the vehicles already on-scene. The function develops and maintains the current position of the responder's vehicles and provides updates for estimated time of arrival (ETA).	Planned	DOTD Houma TMC
PS06	Incident Scene Pre-Arrival Staging Guidance for Emergency Responders	This service package will provide situational awareness to and coordination among emergency responders - upon dispatch, while en route to establish incident scene work zones, upon initial arrival and staging of assets, and afterward if circumstances require additional dispatch and staging. It collects a variety of data from emergency, traffic, and maintenance centers. It includes a vehicle and equipment staging function that supplies the en route responders with additional information about the scene of an incident that they can use to determine where to stage personnel and equipment prior to their arrival on-scene. The service package also includes a dynamic routing function which provides emergency responders with real-time navigation instructions to travel from their base to the incident scene, accounting for traffic conditions, road closures, and snowplow reports if needed. In addition it includes an emergency responder status reporting function which continuously monitors the location of the en route responder	Planned	DOTD New Orleans TMC



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		vehicles as well as the vehicles already on-scene. The function develops and maintains the current position of the responder's vehicles and provides updates for estimated time of arrival (ETA).		
PS06	Incident Scene Pre-Arrival Staging Guidance for Emergency Responders	This service package will provide situational awareness to and coordination among emergency responders - upon dispatch, while en route to establish incident scene work zones, upon initial arrival and staging of assets, and afterward if circumstances require additional dispatch and staging. It collects a variety of data from emergency, traffic, and maintenance centers. It includes a vehicle and equipment staging function that supplies the en route responders with additional information about the scene of an incident that they can use to determine where to stage personnel and equipment prior to their arrival on-scene. The service package also includes a dynamic routing function which provides emergency responders with real-time navigation instructions to travel from their base to the incident scene, accounting for traffic conditions, road closures, and snowplow reports if needed. In addition it includes an emergency responder status reporting function which continuously monitors the location of the en route responder vehicles as well as the vehicles already on-scene. The function develops and maintains the current position of the responder's vehicles and provides updates for estimated time of arrival (ETA).	Planned	DOTD Sub District 02 Traffic Operations
PS06	Incident Scene Pre-Arrival Staging Guidance for Emergency Responders	This service package will provide situational awareness to and coordination among emergency responders - upon dispatch, while en route to establish incident scene work zones, upon initial arrival and staging of assets, and afterward if circumstances require additional dispatch and staging. It collects a variety of data from emergency, traffic, and maintenance centers. It includes a vehicle and equipment staging function that supplies the en route responders with additional information about the scene of an incident that they can use to determine where to stage personnel and equipment prior to their arrival on-scene. The service package also includes a dynamic routing function which provides emergency responders with real-time navigation instructions to travel from their base to the incident scene, accounting for traffic conditions, road closures, and snowplow reports if needed. In addition it includes an emergency responder status reporting function which continuously monitors the location of the en route responder vehicles as well as the vehicles already on-scene. The function develops and maintains the current position of the responder's vehicles and provides updates for estimated time of arrival (ETA).	Planned	E911/Office of Emergency Preparedness
PS06	Incident Scene Pre-Arrival Staging Guidance for Emergency Responders	This service package will provide situational awareness to and coordination among emergency responders - upon dispatch, while en route to establish incident scene work zones, upon initial arrival and staging of assets, and afterward if circumstances require additional dispatch and staging. It collects a variety of data from emergency, traffic, and maintenance centers. It includes a vehicle and equipment staging function that supplies the en route responders with additional information about the scene of an incident that they can use to determine where to stage personnel and equipment prior to their arrival on-scene. The service package also includes a dynamic routing function which provides emergency responders with real-time navigation instructions to travel from their base to the incident scene, accounting for traffic conditions, road closures, and snowplow reports if needed. In addition it includes an emergency responder status reporting function which continuously monitors the location of the en route responder vehicles as well as the vehicles already on-scene. The function develops and maintains the current position of the responder's vehicles and provides updates for estimated time of arrival (ETA).	Planned	Emergency Vehicle
PS06	Incident Scene Pre-Arrival Staging Guidance for Emergency Responders	This service package will provide situational awareness to and coordination among emergency responders - upon dispatch, while en route to establish incident scene work zones, upon initial arrival and staging of assets, and afterward if circumstances require additional dispatch and staging. It collects a variety of data from emergency, traffic, and maintenance centers. It includes a vehicle and equipment staging function that supplies the en route responders with additional information about the scene of an incident that they can use to determine where to stage personnel and equipment prior to their arrival on-scene. The service package also includes a dynamic routing function which provides emergency responders with real-time navigation instructions to travel from their base to the incident scene, accounting for traffic conditions, road closures, and snowplow reports if needed. In addition it includes an emergency responder status reporting function which continuously monitors the location of the en route responder vehicles as well as the vehicles already on-scene. The function develops and maintains the current position of the responder's vehicles and provides updates for estimated time of arrival (ETA).	Planned	Houma/Thibodaux Fire Department



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS06	Incident Scene Pre-Arrival Staging Guidance for Emergency Responders	This service package will provide situational awareness to and coordination among emergency responders - upon dispatch, while en route to establish incident scene work zones, upon initial arrival and staging of assets, and afterward if circumstances require additional dispatch and staging. It collects a variety of data from emergency, traffic, and maintenance centers. It includes a vehicle and equipment staging function that supplies the en route responders with additional information about the scene of an incident that they can use to determine where to stage personnel and equipment prior to their arrival on-scene. The service package also includes a dynamic routing function which provides emergency responders with real-time navigation instructions to travel from their base to the incident scene, accounting for traffic conditions, road closures, and snowplow reports if needed. In addition it includes an emergency responder status reporting function which continuously monitors the location of the en route responder vehicles as well as the vehicles already on-scene. The function develops and maintains the current position of the responder's vehicles and provides updates for estimated time of arrival (ETA).	Planned	Houma/Thibodaux Police Department
PS06	Incident Scene Pre-Arrival Staging Guidance for Emergency Responders	This service package will provide situational awareness to and coordination among emergency responders - upon dispatch, while en route to establish incident scene work zones, upon initial arrival and staging of assets, and afterward if circumstances require additional dispatch and staging. It collects a variety of data from emergency, traffic, and maintenance centers. It includes a vehicle and equipment staging function that supplies the en route responders with additional information about the scene of an incident that they can use to determine where to stage personnel and equipment prior to their arrival on-scene. The service package also includes a dynamic routing function which provides emergency responders with real-time navigation instructions to travel from their base to the incident scene, accounting for traffic conditions, road closures, and snowplow reports if needed. In addition it includes an emergency responder status reporting function which continuously monitors the location of the en route responder vehicles as well as the vehicles already on-scene. The function develops and maintains the current position of the responder's vehicles and provides updates for estimated time of arrival (ETA).	Planned	Lafourche Parish/Terrebonne Parish Communications District
PS06	Incident Scene Pre-Arrival Staging Guidance for Emergency Responders	This service package will provide situational awareness to and coordination among emergency responders - upon dispatch, while en route to establish incident scene work zones, upon initial arrival and staging of assets, and afterward if circumstances require additional dispatch and staging. It collects a variety of data from emergency, traffic, and maintenance centers. It includes a vehicle and equipment staging function that supplies the en route responders with additional information about the scene of an incident that they can use to determine where to stage personnel and equipment prior to their arrival on-scene. The service package also includes a dynamic routing function which provides emergency responders with real-time navigation instructions to travel from their base to the incident scene, accounting for traffic conditions, road closures, and snowplow reports if needed. In addition it includes an emergency responder status reporting function which continuously monitors the location of the en route responder vehicles as well as the vehicles already on-scene. The function develops and maintains the current position of the responder's vehicles and provides updates for estimated time of arrival (ETA).	Planned	Local Fire Department
PS06	Incident Scene Pre-Arrival Staging Guidance for Emergency Responders	This service package will provide situational awareness to and coordination among emergency responders - upon dispatch, while en route to establish incident scene work zones, upon initial arrival and staging of assets, and afterward if circumstances require additional dispatch and staging. It collects a variety of data from emergency, traffic, and maintenance centers. It includes a vehicle and equipment staging function that supplies the en route responders with additional information about the scene of an incident that they can use to determine where to stage personnel and equipment prior to their arrival on-scene. The service package also includes a dynamic routing function which provides emergency responders with real-time navigation instructions to travel from their base to the incident scene, accounting for traffic conditions, road closures, and snowplow reports if needed. In addition it includes an emergency responder status reporting function which continuously monitors the location of the en route responder vehicles as well as the vehicles already on-scene. The function develops and maintains the current position of the responder's vehicles and provides updates for estimated time of arrival (ETA).	Planned	LSP Troop C
PS06	Incident Scene Pre-Arrival Staging	This service package will provide situational awareness to and coordination among emergency responders - upon dispatch, while en route to establish incident scene work zones, upon initial arrival and staging of assets, and afterward if circumstances require additional dispatch and staging. It collects a variety of data from emergency, traffic, and maintenance centers. It includes a vehicle and equipment staging function that supplies the en route responders with additional information about the scene of an incident that they can use to determine where to stage	Planned	Other Emergency Management



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
	Guidance for Emergency Responders	personnel and equipment prior to their arrival on-scene. The service package also includes a dynamic routing function which provides emergency responders with real-time navigation instructions to travel from their base to the incident scene, accounting for traffic conditions, road closures, and snowplow reports if needed. In addition it includes an emergency responder status reporting function which continuously monitors the location of the en route responder vehicles as well as the vehicles already on-scene. The function develops and maintains the current position of the responder's vehicles and provides updates for estimated time of arrival (ETA).		
PS06	Incident Scene Pre-Arrival Staging Guidance for Emergency Responders	This service package will provide situational awareness to and coordination among emergency responders - upon dispatch, while en route to establish incident scene work zones, upon initial arrival and staging of assets, and afterward if circumstances require additional dispatch and staging. It collects a variety of data from emergency, traffic, and maintenance centers. It includes a vehicle and equipment staging function that supplies the en route responders with additional information about the scene of an incident that they can use to determine where to stage personnel and equipment prior to their arrival on-scene. The service package also includes a dynamic routing function which provides emergency responders with real-time navigation instructions to travel from their base to the incident scene, accounting for traffic conditions, road closures, and snowplow reports if needed. In addition it includes an emergency responder status reporting function which continuously monitors the location of the en route responder vehicles as well as the vehicles already on-scene. The function develops and maintains the current position of the responder's vehicles and provides updates for estimated time of arrival (ETA).	Planned	Other Public Safety Agencies
PS09	Transportation Infrastructure Protection	This service package includes the monitoring of transportation infrastructure (e.g., bridges, tunnels and management centers) for potential threats using sensors and surveillance equipment and barrier and safeguard systems to control access, preclude an incident, and mitigate the impact of an incident if it occurs. Threats can result from acts of nature (e.g., hurricanes, earthquakes), terrorist attacks or other incidents causing damage to the infrastructure (e.g., stray barge hitting a bridge support). Infrastructure may be monitored with acoustic, environmental threat (such as nuclear, biological, chemical, and explosives), infrastructure condition and integrity, motion and object sensors and video and audio surveillance equipment. Data from such sensors and surveillance equipment may be processed in the field or sent to a center for processing. The data enables operators at the center to detect and verify threats. When a threat is detected, agencies are notified. Detected threats or advisories received from other agencies result in an increased level of system preparedness. In response to threats, barrier and safeguard systems may be activated to deter an incident, control access to an area or mitigate the impact of an incident. Barrier systems include gates, barriers and other automated and remotely controlled systems that manage entry to transportation infrastructure. Safeguard systems include blast shields, exhaust systems and other automated and remotely controlled systems that mitigate impact of an incident.	Planned	DOTD Houma TMC
PS09	Transportation Infrastructure Protection	This service package includes the monitoring of transportation infrastructure (e.g., bridges, tunnels and management centers) for potential threats using sensors and surveillance equipment and barrier and safeguard systems to control access, preclude an incident, and mitigate the impact of an incident if it occurs. Threats can result from acts of nature (e.g., hurricanes, earthquakes), terrorist attacks or other incidents causing damage to the infrastructure (e.g., stray barge hitting a bridge support). Infrastructure may be monitored with acoustic, environmental threat (such as nuclear, biological, chemical, and explosives), infrastructure condition and integrity, motion and object sensors and video and audio surveillance equipment. Data from such sensors and surveillance equipment may be processed in the field or sent to a center for processing. The data enables operators at the center to detect and verify threats. When a threat is detected, agencies are notified. Detected threats or advisories received from other agencies result in an increased level of system preparedness. In response to threats, barrier and safeguard systems may be activated to deter an incident, control access to an area or mitigate the impact of an incident. Barrier systems include gates, barriers and other automated and remotely controlled systems that manage entry to transportation infrastructure. Safeguard systems include blast shields, exhaust systems and other automated and remotely controlled systems that mitigate impact of an incident.	Planned	DOTD ITS Field Equipment
PS09	Transportation Infrastructure Protection	This service package includes the monitoring of transportation infrastructure (e.g., bridges, tunnels and management centers) for potential threats using sensors and surveillance equipment and barrier and safeguard systems to control access, preclude an incident, and mitigate the impact of an incident if it occurs. Threats can result from acts of nature (e.g., hurricanes, earthquakes), terrorist attacks or other incidents causing damage to the infrastructure (e.g., stray	Planned	DOTD ITS Section



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		barge hitting a bridge support). Infrastructure may be monitored with acoustic, environmental threat (such as nuclear, biological, chemical, and explosives), infrastructure condition and integrity, motion and object sensors and video and audio surveillance equipment. Data from such sensors and surveillance equipment may be processed in the field or sent to a center for processing. The data enables operators at the center to detect and verify threats. When a threat is detected, agencies are notified. Detected threats or advisories received from other agencies result in an increased level of system preparedness. In response to threats, barrier and safeguard systems may be activated to deter an incident, control access to an area or mitigate the impact of an incident. Barrier systems include gates, barriers and other automated and remotely controlled systems that manage entry to transportation infrastructure. Safeguard systems include blast shields, exhaust systems and other automated and remotely controlled systems that mitigate impact of an incident.		
PS09	Transportation Infrastructure Protection	This service package includes the monitoring of transportation infrastructure (e.g., bridges, tunnels and management centers) for potential threats using sensors and surveillance equipment and barrier and safeguard systems to control access, preclude an incident, and mitigate the impact of an incident if it occurs. Threats can result from acts of nature (e.g., hurricanes, earthquakes), terrorist attacks or other incidents causing damage to the infrastructure (e.g., stray barge hitting a bridge support). Infrastructure may be monitored with acoustic, environmental threat (such as nuclear, biological, chemical, and explosives), infrastructure condition and integrity, motion and object sensors and video and audio surveillance equipment. Data from such sensors and surveillance equipment may be processed in the field or sent to a center for processing. The data enables operators at the center to detect and verify threats. When a threat is detected, agencies are notified. Detected threats or advisories received from other agencies result in an increased level of system preparedness. In response to threats, barrier and safeguard systems may be activated to deter an incident, control access to an area or mitigate the impact of an incident. Barrier systems include gates, barriers and other automated and remotely controlled systems that manage entry to transportation infrastructure. Safeguard systems include blast shields, exhaust systems and other automated and remotely controlled systems that mitigate impact of an incident.	Planned	DOTD New Orleans TMC
PS09	Transportation Infrastructure Protection	This service package includes the monitoring of transportation infrastructure (e.g., bridges, tunnels and management centers) for potential threats using sensors and surveillance equipment and barrier and safeguard systems to control access, preclude an incident, and mitigate the impact of an incident if it occurs. Threats can result from acts of nature (e.g., hurricanes, earthquakes), terrorist attacks or other incidents causing damage to the infrastructure (e.g., stray barge hitting a bridge support). Infrastructure may be monitored with acoustic, environmental threat (such as nuclear, biological, chemical, and explosives), infrastructure condition and integrity, motion and object sensors and video and audio surveillance equipment. Data from such sensors and surveillance equipment may be processed in the field or sent to a center for processing. The data enables operators at the center to detect and verify threats. When a threat is detected, agencies are notified. Detected threats or advisories received from other agencies result in an increased level of system preparedness. In response to threats, barrier and safeguard systems may be activated to deter an incident, control access to an area or mitigate the impact of an incident. Barrier systems include gates, barriers and other automated and remotely controlled systems that manage entry to transportation infrastructure. Safeguard systems include blast shields, exhaust systems and other automated and remotely controlled systems that mitigate impact of an incident.	Planned	DOTD Sub District 02 Traffic Operations
PS09	Transportation Infrastructure Protection	This service package includes the monitoring of transportation infrastructure (e.g., bridges, tunnels and management centers) for potential threats using sensors and surveillance equipment and barrier and safeguard systems to control access, preclude an incident, and mitigate the impact of an incident if it occurs. Threats can result from acts of nature (e.g., hurricanes, earthquakes), terrorist attacks or other incidents causing damage to the infrastructure (e.g., stray barge hitting a bridge support). Infrastructure may be monitored with acoustic, environmental threat (such as nuclear, biological, chemical, and explosives), infrastructure condition and integrity, motion and object sensors and video and audio surveillance equipment. Data from such sensors and surveillance equipment may be processed in the field or sent to a center for processing. The data enables operators at the center to detect and verify threats. When a threat is detected, agencies are notified. Detected threats or advisories received from other agencies result in an increased level of system preparedness. In response to threats, barrier and safeguard systems may be activated to deter an incident, control access to an area or mitigate the impact of an incident. Barrier systems include gates, barriers and	Planned	E911/Office of Emergency Preparedness



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		other automated and remotely controlled systems that manage entry to transportation infrastructure. Safeguard systems include blast shields, exhaust systems and other automated and remotely controlled systems that mitigate impact of an incident.		
PS09	Transportation Infrastructure Protection	This service package includes the monitoring of transportation infrastructure (e.g., bridges, tunnels and management centers) for potential threats using sensors and surveillance equipment and barrier and safeguard systems to control access, preclude an incident, and mitigate the impact of an incident if it occurs. Threats can result from acts of nature (e.g., hurricanes, earthquakes), terrorist attacks or other incidents causing damage to the infrastructure (e.g., stray barge hitting a bridge support). Infrastructure may be monitored with acoustic, environmental threat (such as nuclear, biological, chemical, and explosives), infrastructure condition and integrity, motion and object sensors and video and audio surveillance equipment. Data from such sensors and surveillance equipment may be processed in the field or sent to a center for processing. The data enables operators at the center to detect and verify threats. When a threat is detected, agencies are notified. Detected threats or advisories received from other agencies result in an increased level of system preparedness. In response to threats, barrier and safeguard systems may be activated to deter an incident, control access to an area or mitigate the impact of an incident. Barrier systems include gates, barriers and other automated and remotely controlled systems that manage entry to transportation infrastructure. Safeguard systems include blast shields, exhaust systems and other automated and remotely controlled systems that mitigate impact of an incident.	Planned	Lafourche Parish Government
PS09	Transportation Infrastructure Protection	This service package includes the monitoring of transportation infrastructure (e.g., bridges, tunnels and management centers) for potential threats using sensors and surveillance equipment and barrier and safeguard systems to control access, preclude an incident, and mitigate the impact of an incident if it occurs. Threats can result from acts of nature (e.g., hurricanes, earthquakes), terrorist attacks or other incidents causing damage to the infrastructure (e.g., stray barge hitting a bridge support). Infrastructure may be monitored with acoustic, environmental threat (such as nuclear, biological, chemical, and explosives), infrastructure condition and integrity, motion and object sensors and video and audio surveillance equipment. Data from such sensors and surveillance equipment may be processed in the field or sent to a center for processing. The data enables operators at the center to detect and verify threats. When a threat is detected, agencies are notified. Detected threats or advisories received from other agencies result in an increased level of system preparedness. In response to threats, barrier and safeguard systems may be activated to deter an incident, control access to an area or mitigate the impact of an incident. Barrier systems include gates, barriers and other automated and remotely controlled systems that manage entry to transportation infrastructure. Safeguard systems include blast shields, exhaust systems and other automated and remotely controlled systems that mitigate impact of an incident.	Planned	Terrebonne Parish Consolidated Government
PS10	Wide-Area Alert	This service package uses ITS driver and traveler information systems to alert the public in emergency situations such as child abductions, severe weather events, civil emergencies, and other situations that pose a threat to life and property. The alert includes information and instructions for transportation system operators and the traveling public, improving public safety and enlisting the public's help in some scenarios. The ITS technologies will supplement and support other emergency and homeland security alert systems such as the Emergency Alert System (EAS). When an emergency situation is reported and verified and the terms and conditions for system activation are satisfied, a designated agency broadcasts emergency information to traffic agencies, transit agencies, information service providers, toll operators, and others that operate ITS systems. The ITS systems, in turn, provide the alert information to transportation system operators and the traveling public using ITS technologies such as dynamic message signs, highway advisory radios, in-vehicle displays, transit displays, 511 traveler information systems, and traveler information websites.	Existing	DOTD Houma TMC
PS10	Wide-Area Alert	This service package uses ITS driver and traveler information systems to alert the public in emergency situations such as child abductions, severe weather events, civil emergencies, and other situations that pose a threat to life and property. The alert includes information and instructions for transportation system operators and the traveling public, improving public safety and enlisting the public's help in some scenarios. The ITS technologies will supplement and support other emergency and homeland security alert systems such as the Emergency Alert System (EAS). When an emergency situation is reported and verified and the terms and conditions for system activation are satisfied, a designated agency broadcasts emergency information to traffic agencies, transit agencies, information service	Existing	DOTD ITS Field Equipment



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		providers, toll operators, and others that operate ITS systems. The ITS systems, in turn, provide the alert information to transportation system operators and the traveling public using ITS technologies such as dynamic message signs, highway advisory radios, in-vehicle displays, transit displays, 511 traveler information systems, and traveler information websites.		
PS10	Wide-Area Alert	This service package uses ITS driver and traveler information systems to alert the public in emergency situations such as child abductions, severe weather events, civil emergencies, and other situations that pose a threat to life and property. The alert includes information and instructions for transportation system operators and the traveling public, improving public safety and enlisting the public's help in some scenarios. The ITS technologies will supplement and support other emergency and homeland security alert systems such as the Emergency Alert System (EAS). When an emergency situation is reported and verified and the terms and conditions for system activation are satisfied, a designated agency broadcasts emergency information to traffic agencies, transit agencies, information service providers, toll operators, and others that operate ITS systems. The ITS systems, in turn, provide the alert information to transportation system operators and the traveling public using ITS technologies such as dynamic message signs, highway advisory radios, in-vehicle displays, transit displays, 511 traveler information systems, and traveler information websites.	Existing	DOTD ITS Section
PS10	Wide-Area Alert	This service package uses ITS driver and traveler information systems to alert the public in emergency situations such as child abductions, severe weather events, civil emergencies, and other situations that pose a threat to life and property. The alert includes information and instructions for transportation system operators and the traveling public, improving public safety and enlisting the public's help in some scenarios. The ITS technologies will supplement and support other emergency and homeland security alert systems such as the Emergency Alert System (EAS). When an emergency situation is reported and verified and the terms and conditions for system activation are satisfied, a designated agency broadcasts emergency information to traffic agencies, transit agencies, information service providers, toll operators, and others that operate ITS systems. The ITS systems, in turn, provide the alert information to transportation system operators and the traveling public using ITS technologies such as dynamic message signs, highway advisory radios, in-vehicle displays, transit displays, 511 traveler information systems, and traveler information websites.	Existing	DOTD New Orleans TMC
PS10	Wide-Area Alert	This service package uses ITS driver and traveler information systems to alert the public in emergency situations such as child abductions, severe weather events, civil emergencies, and other situations that pose a threat to life and property. The alert includes information and instructions for transportation system operators and the traveling public, improving public safety and enlisting the public's help in some scenarios. The ITS technologies will supplement and support other emergency and homeland security alert systems such as the Emergency Alert System (EAS). When an emergency situation is reported and verified and the terms and conditions for system activation are satisfied, a designated agency broadcasts emergency information to traffic agencies, transit agencies, information service providers, toll operators, and others that operate ITS systems. The ITS systems, in turn, provide the alert information to transportation system operators and the traveling public using ITS technologies such as dynamic message signs, highway advisory radios, in-vehicle displays, transit displays, 511 traveler information systems, and traveler information websites.	Existing	DOTD Sub District 02 Traffic Operations
PS10	Wide-Area Alert	This service package uses ITS driver and traveler information systems to alert the public in emergency situations such as child abductions, severe weather events, civil emergencies, and other situations that pose a threat to life and property. The alert includes information and instructions for transportation system operators and the traveling public, improving public safety and enlisting the public's help in some scenarios. The ITS technologies will supplement and support other emergency and homeland security alert systems such as the Emergency Alert System (EAS). When an emergency situation is reported and verified and the terms and conditions for system activation are satisfied, a designated agency broadcasts emergency information to traffic agencies, transit agencies, information service providers, toll operators, and others that operate ITS systems. The ITS systems, in turn, provide the alert information to transportation system operators and the traveling public using ITS technologies such as dynamic message signs, highway advisory radios, in-vehicle displays, transit displays, 511 traveler information systems, and traveler information websites.	Existing	E911/Office of Emergency Preparedness



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS10	Wide-Area Alert	This service package uses ITS driver and traveler information systems to alert the public in emergency situations such as child abductions, severe weather events, civil emergencies, and other situations that pose a threat to life and property. The alert includes information and instructions for transportation system operators and the traveling public, improving public safety and enlisting the public's help in some scenarios. The ITS technologies will supplement and support other emergency and homeland security alert systems such as the Emergency Alert System (EAS). When an emergency situation is reported and verified and the terms and conditions for system activation are satisfied, a designated agency broadcasts emergency information to traffic agencies, transit agencies, information service providers, toll operators, and others that operate ITS systems. The ITS systems, in turn, provide the alert information to transportation system operators and the traveling public using ITS technologies such as dynamic message signs, highway advisory radios, in-vehicle displays, transit displays, 511 traveler information systems, and traveler information websites.	Existing	L.E. Fletcher Technical College
PS10	Wide-Area Alert	This service package uses ITS driver and traveler information systems to alert the public in emergency situations such as child abductions, severe weather events, civil emergencies, and other situations that pose a threat to life and property. The alert includes information and instructions for transportation system operators and the traveling public, improving public safety and enlisting the public's help in some scenarios. The ITS technologies will supplement and support other emergency and homeland security alert systems such as the Emergency Alert System (EAS). When an emergency situation is reported and verified and the terms and conditions for system activation are satisfied, a designated agency broadcasts emergency information to traffic agencies, transit agencies, information service providers, toll operators, and others that operate ITS systems. The ITS systems, in turn, provide the alert information to transportation system operators and the traveling public using ITS technologies such as dynamic message signs, highway advisory radios, in-vehicle displays, transit displays, 511 traveler information systems, and traveler information websites.	Existing	Lafourche Parish Government
PS10	Wide-Area Alert	This service package uses ITS driver and traveler information systems to alert the public in emergency situations such as child abductions, severe weather events, civil emergencies, and other situations that pose a threat to life and property. The alert includes information and instructions for transportation system operators and the traveling public, improving public safety and enlisting the public's help in some scenarios. The ITS technologies will supplement and support other emergency and homeland security alert systems such as the Emergency Alert System (EAS). When an emergency situation is reported and verified and the terms and conditions for system activation are satisfied, a designated agency broadcasts emergency information to traffic agencies, transit agencies, information service providers, toll operators, and others that operate ITS systems. The ITS systems, in turn, provide the alert information to transportation system operators and the traveling public using ITS technologies such as dynamic message signs, highway advisory radios, in-vehicle displays, transit displays, 511 traveler information systems, and traveler information websites.	Existing	Lafourche Parish/Terrebonne Parish Communications District
PS10	Wide-Area Alert	This service package uses ITS driver and traveler information systems to alert the public in emergency situations such as child abductions, severe weather events, civil emergencies, and other situations that pose a threat to life and property. The alert includes information and instructions for transportation system operators and the traveling public, improving public safety and enlisting the public's help in some scenarios. The ITS technologies will supplement and support other emergency and homeland security alert systems such as the Emergency Alert System (EAS). When an emergency situation is reported and verified and the terms and conditions for system activation are satisfied, a designated agency broadcasts emergency information to traffic agencies, transit agencies, information service providers, toll operators, and others that operate ITS systems. The ITS systems, in turn, provide the alert information to transportation system operators and the traveling public using ITS technologies such as dynamic message signs, highway advisory radios, in-vehicle displays, transit displays, 511 traveler information systems, and traveler information websites.	Existing	Lafourche Parish/Terrebonne Parish School Board Central Office
PS10	Wide-Area Alert	This service package uses ITS driver and traveler information systems to alert the public in emergency situations such as child abductions, severe weather events, civil emergencies, and other situations that pose a threat to life and property. The alert includes information and instructions for transportation system operators and the traveling public, improving public safety and enlisting the public's help in some scenarios. The ITS technologies will supplement and support other emergency and homeland security alert systems such as the Emergency Alert System (EAS). When an emergency situation is reported and verified and the terms and conditions for system activation are satisfied, a designated agency broadcasts emergency information to traffic agencies, transit agencies, information service providers, toll operators, and others that operate ITS systems. The ITS systems, in turn, provide the alert information to transportation system operators and the traveling public using ITS technologies such as dynamic message signs, highway advisory radios, in-vehicle displays, transit displays, 511 traveler information systems, and traveler information websites.	Existing	Lafourche Parish/Terrebonne



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		emergency situation is reported and verified and the terms and conditions for system activation are satisfied, a designated agency broadcasts emergency information to traffic agencies, transit agencies, information service providers, toll operators, and others that operate ITS systems. The ITS systems, in turn, provide the alert information to transportation system operators and the traveling public using ITS technologies such as dynamic message signs, highway advisory radios, in-vehicle displays, transit displays, 511 traveler information systems, and traveler information websites.		Parish Sheriff Office
PS10	Wide-Area Alert	This service package uses ITS driver and traveler information systems to alert the public in emergency situations such as child abductions, severe weather events, civil emergencies, and other situations that pose a threat to life and property. The alert includes information and instructions for transportation system operators and the traveling public, improving public safety and enlisting the public's help in some scenarios. The ITS technologies will supplement and support other emergency and homeland security alert systems such as the Emergency Alert System (EAS). When an emergency situation is reported and verified and the terms and conditions for system activation are satisfied, a designated agency broadcasts emergency information to traffic agencies, transit agencies, information service providers, toll operators, and others that operate ITS systems. The ITS systems, in turn, provide the alert information to transportation system operators and the traveling public using ITS technologies such as dynamic message signs, highway advisory radios, in-vehicle displays, transit displays, 511 traveler information systems, and traveler information websites.	Existing	Local Print and Broadcast Media
PS10	Wide-Area Alert	This service package uses ITS driver and traveler information systems to alert the public in emergency situations such as child abductions, severe weather events, civil emergencies, and other situations that pose a threat to life and property. The alert includes information and instructions for transportation system operators and the traveling public, improving public safety and enlisting the public's help in some scenarios. The ITS technologies will supplement and support other emergency and homeland security alert systems such as the Emergency Alert System (EAS). When an emergency situation is reported and verified and the terms and conditions for system activation are satisfied, a designated agency broadcasts emergency information to traffic agencies, transit agencies, information service providers, toll operators, and others that operate ITS systems. The ITS systems, in turn, provide the alert information to transportation system operators and the traveling public using ITS technologies such as dynamic message signs, highway advisory radios, in-vehicle displays, transit displays, 511 traveler information systems, and traveler information websites.	Existing	Louisiana 511/Website
PS10	Wide-Area Alert	This service package uses ITS driver and traveler information systems to alert the public in emergency situations such as child abductions, severe weather events, civil emergencies, and other situations that pose a threat to life and property. The alert includes information and instructions for transportation system operators and the traveling public, improving public safety and enlisting the public's help in some scenarios. The ITS technologies will supplement and support other emergency and homeland security alert systems such as the Emergency Alert System (EAS). When an emergency situation is reported and verified and the terms and conditions for system activation are satisfied, a designated agency broadcasts emergency information to traffic agencies, transit agencies, information service providers, toll operators, and others that operate ITS systems. The ITS systems, in turn, provide the alert information to transportation system operators and the traveling public using ITS technologies such as dynamic message signs, highway advisory radios, in-vehicle displays, transit displays, 511 traveler information systems, and traveler information websites.	Existing	Other Emergency Management
PS10	Wide-Area Alert	This service package uses ITS driver and traveler information systems to alert the public in emergency situations such as child abductions, severe weather events, civil emergencies, and other situations that pose a threat to life and property. The alert includes information and instructions for transportation system operators and the traveling public, improving public safety and enlisting the public's help in some scenarios. The ITS technologies will supplement and support other emergency and homeland security alert systems such as the Emergency Alert System (EAS). When an emergency situation is reported and verified and the terms and conditions for system activation are satisfied, a designated agency broadcasts emergency information to traffic agencies, transit agencies, information service providers, toll operators, and others that operate ITS systems. The ITS systems, in turn, provide the alert information to transportation system operators and the traveling public using ITS technologies such as dynamic message signs, highway advisory radios, in-vehicle displays, transit displays, 511 traveler information systems, and traveler information websites.	Existing	Other Public Safety Agencies



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		highway advisory radios, in-vehicle displays, transit displays, 511 traveler information systems, and traveler information websites.		
PS10	Wide-Area Alert	This service package uses ITS driver and traveler information systems to alert the public in emergency situations such as child abductions, severe weather events, civil emergencies, and other situations that pose a threat to life and property. The alert includes information and instructions for transportation system operators and the traveling public, improving public safety and enlisting the public's help in some scenarios. The ITS technologies will supplement and support other emergency and homeland security alert systems such as the Emergency Alert System (EAS). When an emergency situation is reported and verified and the terms and conditions for system activation are satisfied, a designated agency broadcasts emergency information to traffic agencies, transit agencies, information service providers, toll operators, and others that operate ITS systems. The ITS systems, in turn, provide the alert information to transportation system operators and the traveling public using ITS technologies such as dynamic message signs, highway advisory radios, in-vehicle displays, transit displays, 511 traveler information systems, and traveler information websites.	Existing	Personal Devices
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	Acadian Ambulance Dispatch
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	DOTD Houma TMC
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	DOTD ITS Section
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	DOTD New Orleans TMC
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	DOTD Sub District 02 Traffic Operations
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	E911/Office of Emergency Preparedness



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PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	Good Earth Transit
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	Houma Network Communication
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	Houma/Thibodaux Fire Department
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	Houma/Thibodaux Police Department
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	L.E. Fletcher Technical College
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	LADOTD
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	Lafourche Parish Government
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	Lafourche Parish/Terrebonne Parish Communications District



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PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	Lafourche Parish/Terrebonne Parish School Board Central Office
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	Lafourche Parish/Terrebonne Parish Sheriff Office
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	Leonard Chabert Hospital
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	Local Fire Department
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	LSP Troop C
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	Other Emergency Management
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	Other Public Safety Agencies
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	Terrebonne General Hospital



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PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	Terrebonne Parish Consolidated Government
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	TPCG Consolidated Water Works
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	TPCG Government Tower
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	TPCG Pollution Control
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	TPCG Public Works Division
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Planned	TPCG Utilities Division
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p>	Existing	Acadian Ambulance Dispatch



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		<p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>		
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and</p>	Existing	Airport



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		<p>disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>		
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p>	Existing	DOTD Houma TMC



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		Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.		
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>	Existing	DOTD ITS Section
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p>	Existing	DOTD New Orleans TMC



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		<p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>		
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface</p>	Existing	DOTD Sub District 02 Traffic Operations



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		<p>between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>		
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident</p>	Existing	E911/Office of Emergency Preparedness



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		<p>Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>		
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>	Existing	Good Earth Transit



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PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>	Existing	Houma Network Communication
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness</p>	Existing	Houma/Thibodaux Fire Department



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		<p>regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>		
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service</p>	Existing	Houma/Thibodaux Police Department



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		<p>restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>		
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is</p>	Existing	L.E. Fletcher Technical College



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		<p>concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>		
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>	Existing	LADOTD
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p>	Existing	Lafourche Parish Government



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		<p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>		
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency</p>	Existing	Lafourche Parish/Terrebonne Parish Communications District



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		<p>Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>		
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p>	Existing	Lafourche Parish/Terrebonne Parish School Board Central Office



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		<p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>		
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>	Existing	Lafourche Parish/Terrebonne Parish Sheriff Office



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PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness</p>	Existing	Local Fire Department



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		<p>regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>		
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service</p>	Existing	LSP Troop C



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		<p>restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>		
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is</p>	Existing	Other Emergency Management



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		<p>concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>		
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>	Existing	Other Public Safety Agencies
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p>	Existing	Terrebonne General Hospital



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PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency</p>	Existing	Terrebonne Parish Consolidated Government



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		<p>Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>		
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p>	Existing	Terrebonne Parish Library (Main Branch)



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PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>	Existing	TPCG Consolidated Water Works



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PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>	Existing	TPCG Government Tower
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness</p>	Existing	TPCG IT Office



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		<p>regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>		
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		<p>restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>		
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		<p>concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>		
PS12	Disaster Response and Recovery	<p>This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).</p> <p>The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.</p> <p>The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities.</p> <p>This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response.</p> <p>Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.</p>	Existing	TPCG Utilities Division
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation,</p>	Existing	Acadian Ambulance Dispatch



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		<p>emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>		
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>	Existing	Airport
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p>	Existing	DOTD Houma TMC



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		Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.		
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>	Existing	DOTD ITS Section
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>	Existing	DOTD New Orleans TMC
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p>	Existing	DOTD Sub District 02 Traffic Operations



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		<p>strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>		
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>	Existing	E911/Office of Emergency Preparedness
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>	Existing	Good Earth Transit



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PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>	Existing	Houma/Thibodaux Fire Department
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special</p>	Existing	Houma/Thibodaux Police Department



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		<p>strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>		
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>	Existing	L.E. Fletcher Technical College
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>	Existing	LADOTD
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like</p>	Existing	Lafourche Parish Government



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		<p>terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>		
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>	Existing	Lafourche Parish/Terrebonne Parish Communications District
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p>	Existing	Lafourche Parish/Terrebonne Parish School Board Central Office



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		<p>requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>		
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>	Existing	Lafourche Parish/Terrebonne Parish Sheriff Office
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>	Existing	Leonard Chabert Hospital
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation,</p>	Existing	Local Fire Department



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		<p>emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>		
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>	Existing	Local Print and Broadcast Media
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p>	Existing	Louisiana 511/Website



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		Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.		
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>	Existing	LSP Troop C
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>	Existing	Other Emergency Management
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>	Existing	Other Public Safety Agencies



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		<p>strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>		
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>	Existing	Terrebonne General Hospital
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>	Existing	Terrebonne Parish Consolidated Government



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PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>	Existing	Terrebonne Parish Library (Main Branch)
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>	Existing	TPCG Consolidated Water Works
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special</p>	Existing	TPCG Government Tower



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		<p>strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>		
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>	Existing	TPCG IT Office
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>	Existing	TPCG Pollution Control
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like</p>	Existing	TPCG Public Works Division



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		<p>terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>		
PS13	Evacuation and Reentry Management	<p>This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.</p> <p>This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times.</p> <p>Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.</p>	Existing	TPCG Utilities Division
PS14	Disaster Traveler Information	<p>This service package uses ITS to provide disaster-related traveler information to the general public, including evacuation and reentry information and other information concerning the operation of the transportation system during a disaster. This service package collects information from multiple sources including traffic, transit, public safety, emergency management, shelter provider, and travel service provider organizations. The collected information is processed and the public is provided with real-time disaster and evacuation information using ITS traveler information systems.</p> <p>A disaster will stress the surface transportation system since it may damage transportation facilities at the same time that it places unique demands on these facilities to support public evacuation and provide access for emergency responders. Similarly, a disaster may interrupt or degrade the operation of many traveler information systems at the same time that safety-critical information must be provided to the traveling public. This service package keeps the public informed in these scenarios, using all available means to provide information about the disaster area including damage to the transportation system, detours and closures in effect, special traffic restrictions and allowances, special transit schedules, and real-time information on traffic conditions and transit system performance in and</p>	Existing	Acadian Ambulance Dispatch



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		<p>around the disaster.</p> <p>This service package also provides emergency information to assist the public with evacuations when necessary. Information on mandatory and voluntary evacuation zones, evacuation times, and instructions are provided. Available evacuation routes and destinations and current and anticipated travel conditions along those routes are provided so evacuees are prepared and know their destination and preferred evacuation route. Information on available transit services and traveler services (shelters, medical services, hotels, restaurants, gas stations, etc.) is also provided. In addition to general evacuation information, this service package provides specific evacuation trip planning information that is tailored for the evacuee based on origin, selected destination, and evacuee-specified evacuation requirements and route parameters.</p> <p>This service package augments the Traveler Information (TI) service packages that provide traveler information on a day-to-day basis for the surface transportation system. This service package provides focus on the special requirements for traveler information dissemination in disaster situations.</p>		
PS14	Disaster Traveler Information	<p>This service package uses ITS to provide disaster-related traveler information to the general public, including evacuation and reentry information and other information concerning the operation of the transportation system during a disaster. This service package collects information from multiple sources including traffic, transit, public safety, emergency management, shelter provider, and travel service provider organizations. The collected information is processed and the public is provided with real-time disaster and evacuation information using ITS traveler information systems.</p> <p>A disaster will stress the surface transportation system since it may damage transportation facilities at the same time that it places unique demands on these facilities to support public evacuation and provide access for emergency responders. Similarly, a disaster may interrupt or degrade the operation of many traveler information systems at the same time that safety-critical information must be provided to the traveling public. This service package keeps the public informed in these scenarios, using all available means to provide information about the disaster area including damage to the transportation system, detours and closures in effect, special traffic restrictions and allowances, special transit schedules, and real-time information on traffic conditions and transit system performance in and around the disaster.</p> <p>This service package also provides emergency information to assist the public with evacuations when necessary. Information on mandatory and voluntary evacuation zones, evacuation times, and instructions are provided. Available evacuation routes and destinations and current and anticipated travel conditions along those routes are provided so evacuees are prepared and know their destination and preferred evacuation route. Information on available transit services and traveler services (shelters, medical services, hotels, restaurants, gas stations, etc.) is also provided. In addition to general evacuation information, this service package provides specific evacuation trip planning information that is tailored for the evacuee based on origin, selected destination, and evacuee-specified evacuation requirements and route parameters.</p> <p>This service package augments the Traveler Information (TI) service packages that provide traveler information on a day-to-day basis for the surface transportation system. This service package provides focus on the special requirements for traveler information dissemination in disaster situations.</p>	Existing	DOTD Houma TMC
PS14	Disaster Traveler Information	<p>This service package uses ITS to provide disaster-related traveler information to the general public, including evacuation and reentry information and other information concerning the operation of the transportation system during a disaster. This service package collects information from multiple sources including traffic, transit, public safety, emergency management, shelter provider, and travel service provider organizations. The collected information is processed and the public is provided with real-time disaster and evacuation information using ITS traveler information systems.</p>	Existing	DOTD ITS Section



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		<p>A disaster will stress the surface transportation system since it may damage transportation facilities at the same time that it places unique demands on these facilities to support public evacuation and provide access for emergency responders. Similarly, a disaster may interrupt or degrade the operation of many traveler information systems at the same time that safety-critical information must be provided to the traveling public. This service package keeps the public informed in these scenarios, using all available means to provide information about the disaster area including damage to the transportation system, detours and closures in effect, special traffic restrictions and allowances, special transit schedules, and real-time information on traffic conditions and transit system performance in and around the disaster.</p> <p>This service package also provides emergency information to assist the public with evacuations when necessary. Information on mandatory and voluntary evacuation zones, evacuation times, and instructions are provided. Available evacuation routes and destinations and current and anticipated travel conditions along those routes are provided so evacuees are prepared and know their destination and preferred evacuation route. Information on available transit services and traveler services (shelters, medical services, hotels, restaurants, gas stations, etc.) is also provided. In addition to general evacuation information, this service package provides specific evacuation trip planning information that is tailored for the evacuee based on origin, selected destination, and evacuee-specified evacuation requirements and route parameters.</p> <p>This service package augments the Traveler Information (TI) service packages that provide traveler information on a day-to-day basis for the surface transportation system. This service package provides focus on the special requirements for traveler information dissemination in disaster situations.</p>		
PS14	Disaster Traveler Information	<p>This service package uses ITS to provide disaster-related traveler information to the general public, including evacuation and reentry information and other information concerning the operation of the transportation system during a disaster. This service package collects information from multiple sources including traffic, transit, public safety, emergency management, shelter provider, and travel service provider organizations. The collected information is processed and the public is provided with real-time disaster and evacuation information using ITS traveler information systems.</p> <p>A disaster will stress the surface transportation system since it may damage transportation facilities at the same time that it places unique demands on these facilities to support public evacuation and provide access for emergency responders. Similarly, a disaster may interrupt or degrade the operation of many traveler information systems at the same time that safety-critical information must be provided to the traveling public. This service package keeps the public informed in these scenarios, using all available means to provide information about the disaster area including damage to the transportation system, detours and closures in effect, special traffic restrictions and allowances, special transit schedules, and real-time information on traffic conditions and transit system performance in and around the disaster.</p> <p>This service package also provides emergency information to assist the public with evacuations when necessary. Information on mandatory and voluntary evacuation zones, evacuation times, and instructions are provided. Available evacuation routes and destinations and current and anticipated travel conditions along those routes are provided so evacuees are prepared and know their destination and preferred evacuation route. Information on available transit services and traveler services (shelters, medical services, hotels, restaurants, gas stations, etc.) is also provided. In addition to general evacuation information, this service package provides specific evacuation trip planning information that is tailored for the evacuee based on origin, selected destination, and evacuee-specified evacuation requirements and route parameters.</p> <p>This service package augments the Traveler Information (TI) service packages that provide traveler information on a day-to-day basis for the surface transportation system. This service package provides focus on the special requirements for traveler information dissemination in disaster situations.</p>	Existing	DOTD New Orleans TMC



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PS14	Disaster Traveler Information	<p>This service package uses ITS to provide disaster-related traveler information to the general public, including evacuation and reentry information and other information concerning the operation of the transportation system during a disaster. This service package collects information from multiple sources including traffic, transit, public safety, emergency management, shelter provider, and travel service provider organizations. The collected information is processed and the public is provided with real-time disaster and evacuation information using ITS traveler information systems.</p> <p>A disaster will stress the surface transportation system since it may damage transportation facilities at the same time that it places unique demands on these facilities to support public evacuation and provide access for emergency responders. Similarly, a disaster may interrupt or degrade the operation of many traveler information systems at the same time that safety-critical information must be provided to the traveling public. This service package keeps the public informed in these scenarios, using all available means to provide information about the disaster area including damage to the transportation system, detours and closures in effect, special traffic restrictions and allowances, special transit schedules, and real-time information on traffic conditions and transit system performance in and around the disaster.</p> <p>This service package also provides emergency information to assist the public with evacuations when necessary. Information on mandatory and voluntary evacuation zones, evacuation times, and instructions are provided. Available evacuation routes and destinations and current and anticipated travel conditions along those routes are provided so evacuees are prepared and know their destination and preferred evacuation route. Information on available transit services and traveler services (shelters, medical services, hotels, restaurants, gas stations, etc.) is also provided. In addition to general evacuation information, this service package provides specific evacuation trip planning information that is tailored for the evacuee based on origin, selected destination, and evacuee-specified evacuation requirements and route parameters.</p> <p>This service package augments the Traveler Information (TI) service packages that provide traveler information on a day-to-day basis for the surface transportation system. This service package provides focus on the special requirements for traveler information dissemination in disaster situations.</p>	Existing	DOTD Social Media
PS14	Disaster Traveler Information	<p>This service package uses ITS to provide disaster-related traveler information to the general public, including evacuation and reentry information and other information concerning the operation of the transportation system during a disaster. This service package collects information from multiple sources including traffic, transit, public safety, emergency management, shelter provider, and travel service provider organizations. The collected information is processed and the public is provided with real-time disaster and evacuation information using ITS traveler information systems.</p> <p>A disaster will stress the surface transportation system since it may damage transportation facilities at the same time that it places unique demands on these facilities to support public evacuation and provide access for emergency responders. Similarly, a disaster may interrupt or degrade the operation of many traveler information systems at the same time that safety-critical information must be provided to the traveling public. This service package keeps the public informed in these scenarios, using all available means to provide information about the disaster area including damage to the transportation system, detours and closures in effect, special traffic restrictions and allowances, special transit schedules, and real-time information on traffic conditions and transit system performance in and around the disaster.</p> <p>This service package also provides emergency information to assist the public with evacuations when necessary. Information on mandatory and voluntary evacuation zones, evacuation times, and instructions are provided. Available evacuation routes and destinations and current and anticipated travel conditions along those routes are provided so evacuees are prepared and know their destination and preferred evacuation route. Information on available transit services and traveler services (shelters, medical services, hotels, restaurants, gas stations, etc.) is also provided. In</p>	Existing	DOTD Sub District 02 Traffic Operations



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		<p>addition to general evacuation information, this service package provides specific evacuation trip planning information that is tailored for the evacuee based on origin, selected destination, and evacuee-specified evacuation requirements and route parameters.</p> <p>This service package augments the Traveler Information (TI) service packages that provide traveler information on a day-to-day basis for the surface transportation system. This service package provides focus on the special requirements for traveler information dissemination in disaster situations.</p>		
PS14	Disaster Traveler Information	<p>This service package uses ITS to provide disaster-related traveler information to the general public, including evacuation and reentry information and other information concerning the operation of the transportation system during a disaster. This service package collects information from multiple sources including traffic, transit, public safety, emergency management, shelter provider, and travel service provider organizations. The collected information is processed and the public is provided with real-time disaster and evacuation information using ITS traveler information systems.</p> <p>A disaster will stress the surface transportation system since it may damage transportation facilities at the same time that it places unique demands on these facilities to support public evacuation and provide access for emergency responders. Similarly, a disaster may interrupt or degrade the operation of many traveler information systems at the same time that safety-critical information must be provided to the traveling public. This service package keeps the public informed in these scenarios, using all available means to provide information about the disaster area including damage to the transportation system, detours and closures in effect, special traffic restrictions and allowances, special transit schedules, and real-time information on traffic conditions and transit system performance in and around the disaster.</p> <p>This service package also provides emergency information to assist the public with evacuations when necessary. Information on mandatory and voluntary evacuation zones, evacuation times, and instructions are provided. Available evacuation routes and destinations and current and anticipated travel conditions along those routes are provided so evacuees are prepared and know their destination and preferred evacuation route. Information on available transit services and traveler services (shelters, medical services, hotels, restaurants, gas stations, etc.) is also provided. In addition to general evacuation information, this service package provides specific evacuation trip planning information that is tailored for the evacuee based on origin, selected destination, and evacuee-specified evacuation requirements and route parameters.</p> <p>This service package augments the Traveler Information (TI) service packages that provide traveler information on a day-to-day basis for the surface transportation system. This service package provides focus on the special requirements for traveler information dissemination in disaster situations.</p>	Existing	Other Emergency Management
PS14	Disaster Traveler Information	<p>This service package uses ITS to provide disaster-related traveler information to the general public, including evacuation and reentry information and other information concerning the operation of the transportation system during a disaster. This service package collects information from multiple sources including traffic, transit, public safety, emergency management, shelter provider, and travel service provider organizations. The collected information is processed and the public is provided with real-time disaster and evacuation information using ITS traveler information systems.</p> <p>A disaster will stress the surface transportation system since it may damage transportation facilities at the same time that it places unique demands on these facilities to support public evacuation and provide access for emergency responders. Similarly, a disaster may interrupt or degrade the operation of many traveler information systems at the same time that safety-critical information must be provided to the traveling public. This service package keeps the public informed in these scenarios, using all available means to provide information about the disaster area including damage to the transportation system, detours and closures in effect, special traffic restrictions and allowances, special transit schedules, and real-time information on traffic conditions and transit system performance in and</p>	Existing	Other Public Safety Agencies



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		<p>around the disaster.</p> <p>This service package also provides emergency information to assist the public with evacuations when necessary. Information on mandatory and voluntary evacuation zones, evacuation times, and instructions are provided. Available evacuation routes and destinations and current and anticipated travel conditions along those routes are provided so evacuees are prepared and know their destination and preferred evacuation route. Information on available transit services and traveler services (shelters, medical services, hotels, restaurants, gas stations, etc.) is also provided. In addition to general evacuation information, this service package provides specific evacuation trip planning information that is tailored for the evacuee based on origin, selected destination, and evacuee-specified evacuation requirements and route parameters.</p> <p>This service package augments the Traveler Information (TI) service packages that provide traveler information on a day-to-day basis for the surface transportation system. This service package provides focus on the special requirements for traveler information dissemination in disaster situations.</p>		
PS14	Disaster Traveler Information	<p>This service package uses ITS to provide disaster-related traveler information to the general public, including evacuation and reentry information and other information concerning the operation of the transportation system during a disaster. This service package collects information from multiple sources including traffic, transit, public safety, emergency management, shelter provider, and travel service provider organizations. The collected information is processed and the public is provided with real-time disaster and evacuation information using ITS traveler information systems.</p> <p>A disaster will stress the surface transportation system since it may damage transportation facilities at the same time that it places unique demands on these facilities to support public evacuation and provide access for emergency responders. Similarly, a disaster may interrupt or degrade the operation of many traveler information systems at the same time that safety-critical information must be provided to the traveling public. This service package keeps the public informed in these scenarios, using all available means to provide information about the disaster area including damage to the transportation system, detours and closures in effect, special traffic restrictions and allowances, special transit schedules, and real-time information on traffic conditions and transit system performance in and around the disaster.</p> <p>This service package also provides emergency information to assist the public with evacuations when necessary. Information on mandatory and voluntary evacuation zones, evacuation times, and instructions are provided. Available evacuation routes and destinations and current and anticipated travel conditions along those routes are provided so evacuees are prepared and know their destination and preferred evacuation route. Information on available transit services and traveler services (shelters, medical services, hotels, restaurants, gas stations, etc.) is also provided. In addition to general evacuation information, this service package provides specific evacuation trip planning information that is tailored for the evacuee based on origin, selected destination, and evacuee-specified evacuation requirements and route parameters.</p> <p>This service package augments the Traveler Information (TI) service packages that provide traveler information on a day-to-day basis for the surface transportation system. This service package provides focus on the special requirements for traveler information dissemination in disaster situations.</p>	Existing	Personal Devices
PS14	Disaster Traveler Information	<p>This service package uses ITS to provide disaster-related traveler information to the general public, including evacuation and reentry information and other information concerning the operation of the transportation system during a disaster. This service package collects information from multiple sources including traffic, transit, public safety, emergency management, shelter provider, and travel service provider organizations. The collected information is processed and the public is provided with real-time disaster and evacuation information using ITS traveler information systems.</p>	Existing	Terrebonne General Hospital



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		<p>A disaster will stress the surface transportation system since it may damage transportation facilities at the same time that it places unique demands on these facilities to support public evacuation and provide access for emergency responders. Similarly, a disaster may interrupt or degrade the operation of many traveler information systems at the same time that safety-critical information must be provided to the traveling public. This service package keeps the public informed in these scenarios, using all available means to provide information about the disaster area including damage to the transportation system, detours and closures in effect, special traffic restrictions and allowances, special transit schedules, and real-time information on traffic conditions and transit system performance in and around the disaster.</p> <p>This service package also provides emergency information to assist the public with evacuations when necessary. Information on mandatory and voluntary evacuation zones, evacuation times, and instructions are provided. Available evacuation routes and destinations and current and anticipated travel conditions along those routes are provided so evacuees are prepared and know their destination and preferred evacuation route. Information on available transit services and traveler services (shelters, medical services, hotels, restaurants, gas stations, etc.) is also provided. In addition to general evacuation information, this service package provides specific evacuation trip planning information that is tailored for the evacuee based on origin, selected destination, and evacuee-specified evacuation requirements and route parameters.</p> <p>This service package augments the Traveler Information (TI) service packages that provide traveler information on a day-to-day basis for the surface transportation system. This service package provides focus on the special requirements for traveler information dissemination in disaster situations.</p>		
PS14	Disaster Traveler Information	<p>This service package uses ITS to provide disaster-related traveler information to the general public, including evacuation and reentry information and other information concerning the operation of the transportation system during a disaster. This service package collects information from multiple sources including traffic, transit, public safety, emergency management, shelter provider, and travel service provider organizations. The collected information is processed and the public is provided with real-time disaster and evacuation information using ITS traveler information systems.</p> <p>A disaster will stress the surface transportation system since it may damage transportation facilities at the same time that it places unique demands on these facilities to support public evacuation and provide access for emergency responders. Similarly, a disaster may interrupt or degrade the operation of many traveler information systems at the same time that safety-critical information must be provided to the traveling public. This service package keeps the public informed in these scenarios, using all available means to provide information about the disaster area including damage to the transportation system, detours and closures in effect, special traffic restrictions and allowances, special transit schedules, and real-time information on traffic conditions and transit system performance in and around the disaster.</p> <p>This service package also provides emergency information to assist the public with evacuations when necessary. Information on mandatory and voluntary evacuation zones, evacuation times, and instructions are provided. Available evacuation routes and destinations and current and anticipated travel conditions along those routes are provided so evacuees are prepared and know their destination and preferred evacuation route. Information on available transit services and traveler services (shelters, medical services, hotels, restaurants, gas stations, etc.) is also provided. In addition to general evacuation information, this service package provides specific evacuation trip planning information that is tailored for the evacuee based on origin, selected destination, and evacuee-specified evacuation requirements and route parameters.</p> <p>This service package augments the Traveler Information (TI) service packages that provide traveler information on a day-to-day basis for the surface transportation system. This service package provides focus on the special requirements for traveler information dissemination in disaster situations.</p>	Existing	Terrebonne Parish Consolidated Government



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PS14	Disaster Traveler Information	<p>This service package uses ITS to provide disaster-related traveler information to the general public, including evacuation and reentry information and other information concerning the operation of the transportation system during a disaster. This service package collects information from multiple sources including traffic, transit, public safety, emergency management, shelter provider, and travel service provider organizations. The collected information is processed and the public is provided with real-time disaster and evacuation information using ITS traveler information systems.</p> <p>A disaster will stress the surface transportation system since it may damage transportation facilities at the same time that it places unique demands on these facilities to support public evacuation and provide access for emergency responders. Similarly, a disaster may interrupt or degrade the operation of many traveler information systems at the same time that safety-critical information must be provided to the traveling public. This service package keeps the public informed in these scenarios, using all available means to provide information about the disaster area including damage to the transportation system, detours and closures in effect, special traffic restrictions and allowances, special transit schedules, and real-time information on traffic conditions and transit system performance in and around the disaster.</p> <p>This service package also provides emergency information to assist the public with evacuations when necessary. Information on mandatory and voluntary evacuation zones, evacuation times, and instructions are provided. Available evacuation routes and destinations and current and anticipated travel conditions along those routes are provided so evacuees are prepared and know their destination and preferred evacuation route. Information on available transit services and traveler services (shelters, medical services, hotels, restaurants, gas stations, etc.) is also provided. In addition to general evacuation information, this service package provides specific evacuation trip planning information that is tailored for the evacuee based on origin, selected destination, and evacuee-specified evacuation requirements and route parameters.</p> <p>This service package augments the Traveler Information (TI) service packages that provide traveler information on a day-to-day basis for the surface transportation system. This service package provides focus on the special requirements for traveler information dissemination in disaster situations.</p>	Existing	TPCG Pollution Control
PT01	Transit Vehicle Tracking	This service package monitors current transit vehicle location using an Automated Vehicle Location System. The location data may be used to determine real time schedule adherence and update the transit system's schedule in real-time.	Planned	Good Earth Transit
PT01	Transit Vehicle Tracking	This service package monitors current transit vehicle location using an Automated Vehicle Location System. The location data may be used to determine real time schedule adherence and update the transit system's schedule in real-time.	Planned	Good Earth Transit Vehicle OBE
PT02	Transit Fixed-Route Operations	This service package performs automated dispatch and system monitoring for fixed-route and flexible-route transit services. This service performs scheduling activities including the creation of schedules, blocks and runs, as well as operator assignment. This service monitors the transit vehicle trip performance against the schedule and provides information displays at the Transit Management Center.	Existing	Good Earth Transit
PT02	Transit Fixed-Route Operations	This service package performs automated dispatch and system monitoring for fixed-route and flexible-route transit services. This service performs scheduling activities including the creation of schedules, blocks and runs, as well as operator assignment. This service monitors the transit vehicle trip performance against the schedule and provides information displays at the Transit Management Center.	Existing	Good Earth Transit Vehicle OBE
PT03	Dynamic Transit Operations	The Dynamic Transit Operations service package allows travelers to request trips and obtain itineraries using a personal device such as a smart phone, tablet, or personal computer. The trips and itineraries cover multiple transportation services (public transportation modes, private transportation services, shared-ride, walking and biking). This service package builds on existing technology systems such as computer-aided dispatch/ automated vehicle location (CAD/AVL) systems and automated scheduling software, providing a coordination function within and between transit providers that would dynamically schedule and dispatch or modify the route of an in-service vehicle by matching compatible trips together. T106 covers other shared use transportation options.	Planned	Good Earth Transit



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PT03	Dynamic Transit Operations	The Dynamic Transit Operations service package allows travelers to request trips and obtain itineraries using a personal device such as a smart phone, tablet, or personal computer. The trips and itineraries cover multiple transportation services (public transportation modes, private transportation services, shared-ride, walking and biking). This service package builds on existing technology systems such as computer-aided dispatch/ automated vehicle location (CAD/AVL) systems and automated scheduling software, providing a coordination function within and between transit providers that would dynamically schedule and dispatch or modify the route of an in-service vehicle by matching compatible trips together. TI06 covers other shared use transportation options.	Planned	Good Earth Transit Vehicle OBE
PT03	Dynamic Transit Operations	The Dynamic Transit Operations service package allows travelers to request trips and obtain itineraries using a personal device such as a smart phone, tablet, or personal computer. The trips and itineraries cover multiple transportation services (public transportation modes, private transportation services, shared-ride, walking and biking). This service package builds on existing technology systems such as computer-aided dispatch/ automated vehicle location (CAD/AVL) systems and automated scheduling software, providing a coordination function within and between transit providers that would dynamically schedule and dispatch or modify the route of an in-service vehicle by matching compatible trips together. TI06 covers other shared use transportation options.	Planned	Personal Devices
PT04	Transit Fare Collection Management	This service package manages transit fare collection on-board transit vehicles and at transit stops using electronic means. It allows transit users to use a traveler card or other electronic payment device such as a smart phone. Readers located either in the infrastructure or on-board the transit vehicles enable electronic fare payment. Data is processed, stored, and displayed on the transit vehicle and communicated as needed to the Transit Management Center. This service supports ad-hoc payments to the transport provider (typically through the 'payment' and 'fare' flows), payments using a transport provider's account system using account-based tokens or integrated multi-provider account systems (typically through the 'account', 'secureID' and 'authorization' flows).	Planned	Good Earth Transit
PT04	Transit Fare Collection Management	This service package manages transit fare collection on-board transit vehicles and at transit stops using electronic means. It allows transit users to use a traveler card or other electronic payment device such as a smart phone. Readers located either in the infrastructure or on-board the transit vehicles enable electronic fare payment. Data is processed, stored, and displayed on the transit vehicle and communicated as needed to the Transit Management Center. This service supports ad-hoc payments to the transport provider (typically through the 'payment' and 'fare' flows), payments using a transport provider's account system using account-based tokens or integrated multi-provider account systems (typically through the 'account', 'secureID' and 'authorization' flows).	Planned	Good Earth Transit Vehicle OBE
PT04	Transit Fare Collection Management	This service package manages transit fare collection on-board transit vehicles and at transit stops using electronic means. It allows transit users to use a traveler card or other electronic payment device such as a smart phone. Readers located either in the infrastructure or on-board the transit vehicles enable electronic fare payment. Data is processed, stored, and displayed on the transit vehicle and communicated as needed to the Transit Management Center. This service supports ad-hoc payments to the transport provider (typically through the 'payment' and 'fare' flows), payments using a transport provider's account system using account-based tokens or integrated multi-provider account systems (typically through the 'account', 'secureID' and 'authorization' flows).	Planned	Personal Devices
PT05	Transit Security	<p>This service package provides for the physical security of transit passengers and transit vehicle operators. On-board equipment performs surveillance and sensor monitoring in order to identify potentially hazardous situations. The surveillance equipment includes video (e.g., CCTV cameras), audio systems and/or event recorder systems. The sensor equipment includes threat sensors (e.g., chemical agent, toxic industrial chemical, biological, explosives, and radiological sensors) and object detection sensors (e.g., metal detectors). Transit user or transit vehicle operator activated alarms are provided on-board. Public areas (e.g., transit stops, park and ride lots, stations) are also monitored with similar surveillance and sensor equipment and provided with transit user activated alarms. In addition this service package provides surveillance and sensor monitoring of non-public areas of transit facilities (e.g., transit yards) and transit infrastructure such as bridges, tunnels, and transit railways or bus rapid transit (BRT) guideways. The surveillance equipment includes video and/or audio systems. The sensor equipment includes threat sensors and object detection sensors as described above as well as, intrusion or motion detection sensors and infrastructure integrity monitoring (e.g., rail track continuity checking or bridge structural integrity monitoring).</p> <p>Most of the surveillance and sensor data that is collected by this service package may be monitored by either the</p>	Existing	E911/Office of Emergency Preparedness



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		Emergency Management Center or the Transit Management Center, providing two possible approaches to implementing this service package. This service package also supports remote transit vehicle disabling and transit vehicle operator authentication by the Transit Management Center.		
PT05	Transit Security	<p>This service package provides for the physical security of transit passengers and transit vehicle operators. On-board equipment performs surveillance and sensor monitoring in order to identify potentially hazardous situations. The surveillance equipment includes video (e.g., CCTV cameras), audio systems and/or event recorder systems. The sensor equipment includes threat sensors (e.g., chemical agent, toxic industrial chemical, biological, explosives, and radiological sensors) and object detection sensors (e.g., metal detectors). Transit user or transit vehicle operator activated alarms are provided on-board. Public areas (e.g., transit stops, park and ride lots, stations) are also monitored with similar surveillance and sensor equipment and provided with transit user activated alarms. In addition this service package provides surveillance and sensor monitoring of non-public areas of transit facilities (e.g., transit yards) and transit infrastructure such as bridges, tunnels, and transit railways or bus rapid transit (BRT) guideways. The surveillance equipment includes video and/or audio systems. The sensor equipment includes threat sensors and object detection sensors as described above as well as, intrusion or motion detection sensors and infrastructure integrity monitoring (e.g., rail track continuity checking or bridge structural integrity monitoring).</p> <p>Most of the surveillance and sensor data that is collected by this service package may be monitored by either the Emergency Management Center or the Transit Management Center, providing two possible approaches to implementing this service package. This service package also supports remote transit vehicle disabling and transit vehicle operator authentication by the Transit Management Center.</p>	Existing	Good Earth Transit
PT05	Transit Security	<p>This service package provides for the physical security of transit passengers and transit vehicle operators. On-board equipment performs surveillance and sensor monitoring in order to identify potentially hazardous situations. The surveillance equipment includes video (e.g., CCTV cameras), audio systems and/or event recorder systems. The sensor equipment includes threat sensors (e.g., chemical agent, toxic industrial chemical, biological, explosives, and radiological sensors) and object detection sensors (e.g., metal detectors). Transit user or transit vehicle operator activated alarms are provided on-board. Public areas (e.g., transit stops, park and ride lots, stations) are also monitored with similar surveillance and sensor equipment and provided with transit user activated alarms. In addition this service package provides surveillance and sensor monitoring of non-public areas of transit facilities (e.g., transit yards) and transit infrastructure such as bridges, tunnels, and transit railways or bus rapid transit (BRT) guideways. The surveillance equipment includes video and/or audio systems. The sensor equipment includes threat sensors and object detection sensors as described above as well as, intrusion or motion detection sensors and infrastructure integrity monitoring (e.g., rail track continuity checking or bridge structural integrity monitoring).</p> <p>Most of the surveillance and sensor data that is collected by this service package may be monitored by either the Emergency Management Center or the Transit Management Center, providing two possible approaches to implementing this service package. This service package also supports remote transit vehicle disabling and transit vehicle operator authentication by the Transit Management Center.</p>	Existing	Good Earth Transit Vehicle OBE
PT05	Transit Security	<p>This service package provides for the physical security of transit passengers and transit vehicle operators. On-board equipment performs surveillance and sensor monitoring in order to identify potentially hazardous situations. The surveillance equipment includes video (e.g., CCTV cameras), audio systems and/or event recorder systems. The sensor equipment includes threat sensors (e.g., chemical agent, toxic industrial chemical, biological, explosives, and radiological sensors) and object detection sensors (e.g., metal detectors). Transit user or transit vehicle operator activated alarms are provided on-board. Public areas (e.g., transit stops, park and ride lots, stations) are also monitored with similar surveillance and sensor equipment and provided with transit user activated alarms. In addition this service package provides surveillance and sensor monitoring of non-public areas of transit facilities (e.g., transit yards) and transit infrastructure such as bridges, tunnels, and transit railways or bus rapid transit (BRT) guideways. The surveillance equipment includes video and/or audio systems. The sensor equipment includes threat sensors and object detection sensors as described above as well as, intrusion or motion detection sensors and infrastructure integrity monitoring (e.g., rail track continuity checking or bridge structural integrity monitoring).</p>	Existing	Houma/Thibodaux Police Department



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		Most of the surveillance and sensor data that is collected by this service package may be monitored by either the Emergency Management Center or the Transit Management Center, providing two possible approaches to implementing this service package. This service package also supports remote transit vehicle disabling and transit vehicle operator authentication by the Transit Management Center.		
PT05	Transit Security	<p>This service package provides for the physical security of transit passengers and transit vehicle operators. On-board equipment performs surveillance and sensor monitoring in order to identify potentially hazardous situations. The surveillance equipment includes video (e.g., CCTV cameras), audio systems and/or event recorder systems. The sensor equipment includes threat sensors (e.g., chemical agent, toxic industrial chemical, biological, explosives, and radiological sensors) and object detection sensors (e.g., metal detectors). Transit user or transit vehicle operator activated alarms are provided on-board. Public areas (e.g., transit stops, park and ride lots, stations) are also monitored with similar surveillance and sensor equipment and provided with transit user activated alarms. In addition this service package provides surveillance and sensor monitoring of non-public areas of transit facilities (e.g., transit yards) and transit infrastructure such as bridges, tunnels, and transit railways or bus rapid transit (BRT) guideways. The surveillance equipment includes video and/or audio systems. The sensor equipment includes threat sensors and object detection sensors as described above as well as, intrusion or motion detection sensors and infrastructure integrity monitoring (e.g., rail track continuity checking or bridge structural integrity monitoring).</p> <p>Most of the surveillance and sensor data that is collected by this service package may be monitored by either the Emergency Management Center or the Transit Management Center, providing two possible approaches to implementing this service package. This service package also supports remote transit vehicle disabling and transit vehicle operator authentication by the Transit Management Center.</p>	Existing	Lafourche Parish/Terrebonne Parish Communications District
PT05	Transit Security	<p>This service package provides for the physical security of transit passengers and transit vehicle operators. On-board equipment performs surveillance and sensor monitoring in order to identify potentially hazardous situations. The surveillance equipment includes video (e.g., CCTV cameras), audio systems and/or event recorder systems. The sensor equipment includes threat sensors (e.g., chemical agent, toxic industrial chemical, biological, explosives, and radiological sensors) and object detection sensors (e.g., metal detectors). Transit user or transit vehicle operator activated alarms are provided on-board. Public areas (e.g., transit stops, park and ride lots, stations) are also monitored with similar surveillance and sensor equipment and provided with transit user activated alarms. In addition this service package provides surveillance and sensor monitoring of non-public areas of transit facilities (e.g., transit yards) and transit infrastructure such as bridges, tunnels, and transit railways or bus rapid transit (BRT) guideways. The surveillance equipment includes video and/or audio systems. The sensor equipment includes threat sensors and object detection sensors as described above as well as, intrusion or motion detection sensors and infrastructure integrity monitoring (e.g., rail track continuity checking or bridge structural integrity monitoring).</p> <p>Most of the surveillance and sensor data that is collected by this service package may be monitored by either the Emergency Management Center or the Transit Management Center, providing two possible approaches to implementing this service package. This service package also supports remote transit vehicle disabling and transit vehicle operator authentication by the Transit Management Center.</p>	Existing	Lafourche Parish/Terrebonne Parish Sheriff Office
PT05	Transit Security	<p>This service package provides for the physical security of transit passengers and transit vehicle operators. On-board equipment performs surveillance and sensor monitoring in order to identify potentially hazardous situations. The surveillance equipment includes video (e.g., CCTV cameras), audio systems and/or event recorder systems. The sensor equipment includes threat sensors (e.g., chemical agent, toxic industrial chemical, biological, explosives, and radiological sensors) and object detection sensors (e.g., metal detectors). Transit user or transit vehicle operator activated alarms are provided on-board. Public areas (e.g., transit stops, park and ride lots, stations) are also monitored with similar surveillance and sensor equipment and provided with transit user activated alarms. In addition this service package provides surveillance and sensor monitoring of non-public areas of transit facilities (e.g., transit yards) and transit infrastructure such as bridges, tunnels, and transit railways or bus rapid transit (BRT) guideways. The surveillance equipment includes video and/or audio systems. The sensor equipment includes threat sensors and</p>	Existing	LSP Troop C



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		<p>object detection sensors as described above as well as, intrusion or motion detection sensors and infrastructure integrity monitoring (e.g., rail track continuity checking or bridge structural integrity monitoring).</p> <p>Most of the surveillance and sensor data that is collected by this service package may be monitored by either the Emergency Management Center or the Transit Management Center, providing two possible approaches to implementing this service package. This service package also supports remote transit vehicle disabling and transit vehicle operator authentication by the Transit Management Center.</p>		
PT05	Transit Security	<p>This service package provides for the physical security of transit passengers and transit vehicle operators. On-board equipment performs surveillance and sensor monitoring in order to identify potentially hazardous situations. The surveillance equipment includes video (e.g., CCTV cameras), audio systems and/or event recorder systems. The sensor equipment includes threat sensors (e.g., chemical agent, toxic industrial chemical, biological, explosives, and radiological sensors) and object detection sensors (e.g., metal detectors). Transit user or transit vehicle operator activated alarms are provided on-board. Public areas (e.g., transit stops, park and ride lots, stations) are also monitored with similar surveillance and sensor equipment and provided with transit user activated alarms. In addition this service package provides surveillance and sensor monitoring of non-public areas of transit facilities (e.g., transit yards) and transit infrastructure such as bridges, tunnels, and transit railways or bus rapid transit (BRT) guideways. The surveillance equipment includes video and/or audio systems. The sensor equipment includes threat sensors and object detection sensors as described above as well as, intrusion or motion detection sensors and infrastructure integrity monitoring (e.g., rail track continuity checking or bridge structural integrity monitoring).</p> <p>Most of the surveillance and sensor data that is collected by this service package may be monitored by either the Emergency Management Center or the Transit Management Center, providing two possible approaches to implementing this service package. This service package also supports remote transit vehicle disabling and transit vehicle operator authentication by the Transit Management Center.</p>	Existing	Other Public Safety Agencies
PT06	Transit Fleet Management	This service package supports automatic transit maintenance scheduling and monitoring. On-board condition sensors monitor system status and transmit critical status information to the Transit Management Center. The Transit Management Center processes this data and schedules preventative and corrective maintenance. The service package also supports the day to day management of the transit fleet inventory, including the assignment of specific transit vehicles to blocks and the assignment of transit vehicle operators to runs.	Existing	Good Earth Transit
PT06	Transit Fleet Management	This service package supports automatic transit maintenance scheduling and monitoring. On-board condition sensors monitor system status and transmit critical status information to the Transit Management Center. The Transit Management Center processes this data and schedules preventative and corrective maintenance. The service package also supports the day to day management of the transit fleet inventory, including the assignment of specific transit vehicles to blocks and the assignment of transit vehicle operators to runs.	Existing	Good Earth Transit Vehicle OBE
PT06	Transit Fleet Management	This service package supports automatic transit maintenance scheduling and monitoring. On-board condition sensors monitor system status and transmit critical status information to the Transit Management Center. The Transit Management Center processes this data and schedules preventative and corrective maintenance. The service package also supports the day to day management of the transit fleet inventory, including the assignment of specific transit vehicles to blocks and the assignment of transit vehicle operators to runs.	Existing	Lafourche Parish Government
PT07	Transit Passenger Counting	This service package counts the number of passengers entering and exiting a transit vehicle using sensors mounted on the vehicle and communicates the collected passenger data back to the management center. The collected data can be used to calculate reliable ridership figures and measure passenger load information at particular stops.	Planned	Good Earth Transit
PT07	Transit Passenger Counting	This service package counts the number of passengers entering and exiting a transit vehicle using sensors mounted on the vehicle and communicates the collected passenger data back to the management center. The collected data can be used to calculate reliable ridership figures and measure passenger load information at particular stops.	Planned	Good Earth Transit Vehicle OBE
PT08	Transit Traveler Information	This service package provides transit users at transit stops and on-board transit vehicles with ready access to transit information. The information services include transit stop annunciation, imminent arrival signs, and real-time transit schedule displays that are of general interest to transit users. Systems that provide custom transit trip itineraries and other tailored transit information services are also represented by this service package.	Existing	Good Earth Transit



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PT08	Transit Traveler Information	This service package provides transit users at transit stops and on-board transit vehicles with ready access to transit information. The information services include transit stop annunciation, imminent arrival signs, and real-time transit schedule displays that are of general interest to transit users. Systems that provide custom transit trip itineraries and other tailored transit information services are also represented by this service package.	Existing	Good Earth Transit Vehicle OBE
PT08	Transit Traveler Information	This service package provides transit users at transit stops and on-board transit vehicles with ready access to transit information. The information services include transit stop annunciation, imminent arrival signs, and real-time transit schedule displays that are of general interest to transit users. Systems that provide custom transit trip itineraries and other tailored transit information services are also represented by this service package.	Existing	Local Print and Broadcast Media
PT08	Transit Traveler Information	This service package provides transit users at transit stops and on-board transit vehicles with ready access to transit information. The information services include transit stop annunciation, imminent arrival signs, and real-time transit schedule displays that are of general interest to transit users. Systems that provide custom transit trip itineraries and other tailored transit information services are also represented by this service package.	Existing	Personal Devices
PT09	Transit Signal Priority	The Transit Signal Priority service package uses transit vehicle to infrastructure communications to allow a transit vehicle to request priority at one or a series of intersections. The service package provides feedback to the transit driver indicating whether the signal priority has been granted or not. This service package can contribute to improved operating performance of the transit vehicles by reducing the time spent stopped at a red light.	Planned	DOTD Houma TMC
PT09	Transit Signal Priority	The Transit Signal Priority service package uses transit vehicle to infrastructure communications to allow a transit vehicle to request priority at one or a series of intersections. The service package provides feedback to the transit driver indicating whether the signal priority has been granted or not. This service package can contribute to improved operating performance of the transit vehicles by reducing the time spent stopped at a red light.	Planned	DOTD ITS Field Equipment
PT09	Transit Signal Priority	The Transit Signal Priority service package uses transit vehicle to infrastructure communications to allow a transit vehicle to request priority at one or a series of intersections. The service package provides feedback to the transit driver indicating whether the signal priority has been granted or not. This service package can contribute to improved operating performance of the transit vehicles by reducing the time spent stopped at a red light.	Planned	DOTD New Orleans TMC
PT09	Transit Signal Priority	The Transit Signal Priority service package uses transit vehicle to infrastructure communications to allow a transit vehicle to request priority at one or a series of intersections. The service package provides feedback to the transit driver indicating whether the signal priority has been granted or not. This service package can contribute to improved operating performance of the transit vehicles by reducing the time spent stopped at a red light.	Planned	DOTD Sub District 02 Traffic Operations
PT09	Transit Signal Priority	The Transit Signal Priority service package uses transit vehicle to infrastructure communications to allow a transit vehicle to request priority at one or a series of intersections. The service package provides feedback to the transit driver indicating whether the signal priority has been granted or not. This service package can contribute to improved operating performance of the transit vehicles by reducing the time spent stopped at a red light.	Planned	DOTD Sub District 02 Traffic Signal System
PT09	Transit Signal Priority	The Transit Signal Priority service package uses transit vehicle to infrastructure communications to allow a transit vehicle to request priority at one or a series of intersections. The service package provides feedback to the transit driver indicating whether the signal priority has been granted or not. This service package can contribute to improved operating performance of the transit vehicles by reducing the time spent stopped at a red light.	Planned	Good Earth Transit
PT09	Transit Signal Priority	The Transit Signal Priority service package uses transit vehicle to infrastructure communications to allow a transit vehicle to request priority at one or a series of intersections. The service package provides feedback to the transit driver indicating whether the signal priority has been granted or not. This service package can contribute to improved operating performance of the transit vehicles by reducing the time spent stopped at a red light.	Planned	Good Earth Transit Vehicle OBE
PT14	Multi-modal Coordination	This service package establishes two way communications between multiple transit and traffic agencies to improve service coordination. Multimodal coordination between transit agencies can increase traveler convenience at transit transfer points and clusters (a collection of stops, stations, or terminals where transfers can be made conveniently) and also improve operating efficiency.	Planned	DOTD Sub District 02 Traffic Operations
PT14	Multi-modal Coordination	This service package establishes two way communications between multiple transit and traffic agencies to improve service coordination. Multimodal coordination between transit agencies can increase traveler convenience at transit transfer points and clusters (a collection of stops, stations, or terminals where transfers can be made conveniently) and also improve operating efficiency.	Planned	Good Earth Transit



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PT14	Multi-modal Coordination	This service package establishes two way communications between multiple transit and traffic agencies to improve service coordination. Multimodal coordination between transit agencies can increase traveler convenience at transit transfer points and clusters (a collection of stops, stations, or terminals where transfers can be made conveniently) and also improve operating efficiency.	Planned	Houma Network Communication
PT14	Multi-modal Coordination	This service package establishes two way communications between multiple transit and traffic agencies to improve service coordination. Multimodal coordination between transit agencies can increase traveler convenience at transit transfer points and clusters (a collection of stops, stations, or terminals where transfers can be made conveniently) and also improve operating efficiency.	Planned	Lafourche Parish Government
ST05	Electric Charging Stations Management	The Electric Charging Station Management service package provides an exchange of information between the electric vehicle and charging station to manage the charging operation. The service package also supports interaction between a traveler in a vehicle and a transportation information center in order to plan a trip that will involve requesting locations and availability of charging stations as well as reserving a spot at a charging station if needed. The agency or company operating the charging station can use vehicle information such as the capability of the vehicle (e.g. operational status of the electrical system, how many amps can the vehicle handle, and % charge complete) to determine that the charge is being properly applied and determine an estimated time to complete charging.	Planned	Electric Vehicle Changing Stations
SU03	Data Distribution	This service package manages the distribution of data from data providers to data consumers and protects those data from unauthorized access. It informs data providers of how to provide data, manages data subscriptions, and provides data forwarding capabilities. The service package also maintains a directory of System Users that want data and supports multiple distribution mechanisms including publish-subscribe and directly from data provider to data consumer. It allows data consumers to specify (and change the specification of) data they wish to receive.	Planned	E911/Office of Emergency Preparedness
SU03	Data Distribution	This service package manages the distribution of data from data providers to data consumers and protects those data from unauthorized access. It informs data providers of how to provide data, manages data subscriptions, and provides data forwarding capabilities. The service package also maintains a directory of System Users that want data and supports multiple distribution mechanisms including publish-subscribe and directly from data provider to data consumer. It allows data consumers to specify (and change the specification of) data they wish to receive.	Planned	Houma Network Communication
SU03	Data Distribution	This service package manages the distribution of data from data providers to data consumers and protects those data from unauthorized access. It informs data providers of how to provide data, manages data subscriptions, and provides data forwarding capabilities. The service package also maintains a directory of System Users that want data and supports multiple distribution mechanisms including publish-subscribe and directly from data provider to data consumer. It allows data consumers to specify (and change the specification of) data they wish to receive.	Planned	Lafourche Parish/Terrebonne Parish Communications District
SU03	Data Distribution	This service package manages the distribution of data from data providers to data consumers and protects those data from unauthorized access. It informs data providers of how to provide data, manages data subscriptions, and provides data forwarding capabilities. The service package also maintains a directory of System Users that want data and supports multiple distribution mechanisms including publish-subscribe and directly from data provider to data consumer. It allows data consumers to specify (and change the specification of) data they wish to receive.	Planned	Parish ESInet
SU03	Data Distribution	This service package manages the distribution of data from data providers to data consumers and protects those data from unauthorized access. It informs data providers of how to provide data, manages data subscriptions, and provides data forwarding capabilities. The service package also maintains a directory of System Users that want data and supports multiple distribution mechanisms including publish-subscribe and directly from data provider to data consumer. It allows data consumers to specify (and change the specification of) data they wish to receive.	Planned	TPCG IT Office
Ti01	Broadcast Traveler Information	This service package provides a digital broadcast service that disseminates traveler information to all equipped travelers within range. It collects traffic conditions, advisories, general public transportation, toll and parking information, incident information, roadway maintenance and construction information, air quality and weather	Existing	Airport



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		<p>information, and broadcasts the information to travelers using technologies such as FM subcarrier, satellite radio, cellular data broadcasts, and Internet streaming technologies.</p> <p>This service package also provides location-specific or situation-relevant information to travelers in vehicles using Dedicated Short Range Communications (DSRC) infrastructure supporting mobility service packages for connected vehicles. DSRC is used to deliver real-time traveler information including travel times, incident information, road conditions, and emergency traveler information to vehicles as they pass connected vehicle roadside equipment along their route. This service package provides public information that is available to all equipped vehicles in the vicinity of the roadside equipment.</p>		
T101	Broadcast Traveler Information	<p>This service package provides a digital broadcast service that disseminates traveler information to all equipped travelers within range. It collects traffic conditions, advisories, general public transportation, toll and parking information, incident information, roadway maintenance and construction information, air quality and weather information, and broadcasts the information to travelers using technologies such as FM subcarrier, satellite radio, cellular data broadcasts, and Internet streaming technologies.</p> <p>This service package also provides location-specific or situation-relevant information to travelers in vehicles using Dedicated Short Range Communications (DSRC) infrastructure supporting mobility service packages for connected vehicles. DSRC is used to deliver real-time traveler information including travel times, incident information, road conditions, and emergency traveler information to vehicles as they pass connected vehicle roadside equipment along their route. This service package provides public information that is available to all equipped vehicles in the vicinity of the roadside equipment.</p>	Existing	DOTD Social Media
T101	Broadcast Traveler Information	<p>This service package provides a digital broadcast service that disseminates traveler information to all equipped travelers within range. It collects traffic conditions, advisories, general public transportation, toll and parking information, incident information, roadway maintenance and construction information, air quality and weather information, and broadcasts the information to travelers using technologies such as FM subcarrier, satellite radio, cellular data broadcasts, and Internet streaming technologies.</p> <p>This service package also provides location-specific or situation-relevant information to travelers in vehicles using Dedicated Short Range Communications (DSRC) infrastructure supporting mobility service packages for connected vehicles. DSRC is used to deliver real-time traveler information including travel times, incident information, road conditions, and emergency traveler information to vehicles as they pass connected vehicle roadside equipment along their route. This service package provides public information that is available to all equipped vehicles in the vicinity of the roadside equipment.</p>	Existing	Local Print and Broadcast Media
T101	Broadcast Traveler Information	<p>This service package provides a digital broadcast service that disseminates traveler information to all equipped travelers within range. It collects traffic conditions, advisories, general public transportation, toll and parking information, incident information, roadway maintenance and construction information, air quality and weather information, and broadcasts the information to travelers using technologies such as FM subcarrier, satellite radio, cellular data broadcasts, and Internet streaming technologies.</p> <p>This service package also provides location-specific or situation-relevant information to travelers in vehicles using Dedicated Short Range Communications (DSRC) infrastructure supporting mobility service packages for connected vehicles. DSRC is used to deliver real-time traveler information including travel times, incident information, road conditions, and emergency traveler information to vehicles as they pass connected vehicle roadside equipment along their route. This service package provides public information that is available to all equipped vehicles in the vicinity of the roadside equipment.</p>	Existing	Louisiana 511/Website



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T101	Broadcast Traveler Information	<p>This service package provides a digital broadcast service that disseminates traveler information to all equipped travelers within range. It collects traffic conditions, advisories, general public transportation, toll and parking information, incident information, roadway maintenance and construction information, air quality and weather information, and broadcasts the information to travelers using technologies such as FM subcarrier, satellite radio, cellular data broadcasts, and Internet streaming technologies.</p> <p>This service package also provides location-specific or situation-relevant information to travelers in vehicles using Dedicated Short Range Communications (DSRC) infrastructure supporting mobility service packages for connected vehicles. DSRC is used to deliver real-time traveler information including travel times, incident information, road conditions, and emergency traveler information to vehicles as they pass connected vehicle roadside equipment along their route. This service package provides public information that is available to all equipped vehicles in the vicinity of the roadside equipment.</p>	Existing	Personal Devices
T102	Personalized Traveler Information	This service package provides tailored information in response to a traveler request. Both real-time interactive request/response systems and information systems that "push" a tailored stream of information to the traveler based on a submitted profile are supported. The traveler can obtain current information regarding traffic conditions, roadway maintenance and construction, transit services, ride share/ride match, parking management, detours and pricing information. Although the Internet is the predominate network used for traveler information dissemination, a range of two-way wide-area wireless and fixed-point to fixed-point communications systems may be used to support the required data communications with the traveler. A variety of interactive devices may be used by the traveler to access information prior to a trip or en route including phone via a 511-like portal and web pages via smart phone, tablet, personal computer, and a variety of in-vehicle devices.	Planned	Airport
T102	Personalized Traveler Information	This service package provides tailored information in response to a traveler request. Both real-time interactive request/response systems and information systems that "push" a tailored stream of information to the traveler based on a submitted profile are supported. The traveler can obtain current information regarding traffic conditions, roadway maintenance and construction, transit services, ride share/ride match, parking management, detours and pricing information. Although the Internet is the predominate network used for traveler information dissemination, a range of two-way wide-area wireless and fixed-point to fixed-point communications systems may be used to support the required data communications with the traveler. A variety of interactive devices may be used by the traveler to access information prior to a trip or en route including phone via a 511-like portal and web pages via smart phone, tablet, personal computer, and a variety of in-vehicle devices.	Planned	DOTD Houma TMC
T102	Personalized Traveler Information	This service package provides tailored information in response to a traveler request. Both real-time interactive request/response systems and information systems that "push" a tailored stream of information to the traveler based on a submitted profile are supported. The traveler can obtain current information regarding traffic conditions, roadway maintenance and construction, transit services, ride share/ride match, parking management, detours and pricing information. Although the Internet is the predominate network used for traveler information dissemination, a range of two-way wide-area wireless and fixed-point to fixed-point communications systems may be used to support the required data communications with the traveler. A variety of interactive devices may be used by the traveler to access information prior to a trip or en route including phone via a 511-like portal and web pages via smart phone, tablet, personal computer, and a variety of in-vehicle devices.	Planned	DOTD New Orleans TMC
T102	Personalized Traveler Information	This service package provides tailored information in response to a traveler request. Both real-time interactive request/response systems and information systems that "push" a tailored stream of information to the traveler based on a submitted profile are supported. The traveler can obtain current information regarding traffic conditions, roadway maintenance and construction, transit services, ride share/ride match, parking management, detours and pricing information. Although the Internet is the predominate network used for traveler information dissemination, a range of two-way wide-area wireless and fixed-point to fixed-point communications systems may be used to support the required data communications with the traveler. A variety of interactive devices may be used by the traveler to access information prior to a trip or en route including phone via a 511-like portal and web pages via smart phone, tablet, personal computer, and a variety of in-vehicle devices.	Planned	Good Earth Transit



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T106	Shared Use Mobility and Dynamic Ridesharing	<p>This service package addresses the range of shared use mobility options that support a complete trip for travelers. This service supports planning, reservations, and on-trip guidance for these operations. The complete trip may be arranged and undertaken using an internet connected personal device. The service package includes temporary use of a vehicle or micromobility vehicle by the traveler as well as having a vehicle pick up the traveler at a specific location and take them to another location.</p> <p>This service package also addresses dynamic ridesharing/ride matching services to travelers. Dynamic ridesharing allows travelers to arrange carpool trips through a personal device with a wireless connection to a ride matching system (e.g., a web-based application). It uses inputs from both passengers and drivers pre-trip, during the trip, and post-trip. These inputs are then translated into "optimal" pairings between passengers and drivers to provide both with a convenient route between their two origin and destination locations. After the trip, information is provided back to the service package to improve the user's experience for future trips.</p>	Planned	Good Earth Transit
T106	Shared Use Mobility and Dynamic Ridesharing	<p>This service package addresses the range of shared use mobility options that support a complete trip for travelers. This service supports planning, reservations, and on-trip guidance for these operations. The complete trip may be arranged and undertaken using an internet connected personal device. The service package includes temporary use of a vehicle or micromobility vehicle by the traveler as well as having a vehicle pick up the traveler at a specific location and take them to another location.</p> <p>This service package also addresses dynamic ridesharing/ride matching services to travelers. Dynamic ridesharing allows travelers to arrange carpool trips through a personal device with a wireless connection to a ride matching system (e.g., a web-based application). It uses inputs from both passengers and drivers pre-trip, during the trip, and post-trip. These inputs are then translated into "optimal" pairings between passengers and drivers to provide both with a convenient route between their two origin and destination locations. After the trip, information is provided back to the service package to improve the user's experience for future trips.</p>	Planned	Lafourche Parish Government
T106	Shared Use Mobility and Dynamic Ridesharing	<p>This service package addresses the range of shared use mobility options that support a complete trip for travelers. This service supports planning, reservations, and on-trip guidance for these operations. The complete trip may be arranged and undertaken using an internet connected personal device. The service package includes temporary use of a vehicle or micromobility vehicle by the traveler as well as having a vehicle pick up the traveler at a specific location and take them to another location.</p> <p>This service package also addresses dynamic ridesharing/ride matching services to travelers. Dynamic ridesharing</p>	Planned	Personal Devices



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		allows travelers to arrange carpool trips through a personal device with a wireless connection to a ride matching system (e.g., a web-based application). It uses inputs from both passengers and drivers pre-trip, during the trip, and post-trip. These inputs are then translated into “optimal” pairings between passengers and drivers to provide both with a convenient route between their two origin and destination locations. After the trip, information is provided back to the service package to improve the user’s experience for future trips.		
TM01	Infrastructure-Based Traffic Surveillance	This service package includes traffic detectors, other surveillance equipment, the supporting field equipment, and Center to Field communications to transmit the collected data back to the Traffic Management Center. The derived data can be used locally such as when traffic detectors are connected directly to a signal control system or remotely (e.g., when a CCTV system sends data back to the Traffic Management Center). The data generated by this service package enables traffic managers to monitor traffic and road conditions, identify and verify incidents, detect faults in indicator operations, and collect census data for traffic strategy development and long range planning. The collected data can also be analyzed and made available to users and the Traveler Information Center physical object.	Existing	DOTD Houma TMC
TM01	Infrastructure-Based Traffic Surveillance	This service package includes traffic detectors, other surveillance equipment, the supporting field equipment, and Center to Field communications to transmit the collected data back to the Traffic Management Center. The derived data can be used locally such as when traffic detectors are connected directly to a signal control system or remotely (e.g., when a CCTV system sends data back to the Traffic Management Center). The data generated by this service package enables traffic managers to monitor traffic and road conditions, identify and verify incidents, detect faults in indicator operations, and collect census data for traffic strategy development and long range planning. The collected data can also be analyzed and made available to users and the Traveler Information Center physical object.	Existing	DOTD ITS Field Equipment
TM01	Infrastructure-Based Traffic Surveillance	This service package includes traffic detectors, other surveillance equipment, the supporting field equipment, and Center to Field communications to transmit the collected data back to the Traffic Management Center. The derived data can be used locally such as when traffic detectors are connected directly to a signal control system or remotely (e.g., when a CCTV system sends data back to the Traffic Management Center). The data generated by this service package enables traffic managers to monitor traffic and road conditions, identify and verify incidents, detect faults in indicator operations, and collect census data for traffic strategy development and long range planning. The collected data can also be analyzed and made available to users and the Traveler Information Center physical object.	Existing	DOTD ITS Section
TM01	Infrastructure-Based Traffic Surveillance	This service package includes traffic detectors, other surveillance equipment, the supporting field equipment, and Center to Field communications to transmit the collected data back to the Traffic Management Center. The derived data can be used locally such as when traffic detectors are connected directly to a signal control system or remotely (e.g., when a CCTV system sends data back to the Traffic Management Center). The data generated by this service package enables traffic managers to monitor traffic and road conditions, identify and verify incidents, detect faults in indicator operations, and collect census data for traffic strategy development and long range planning. The collected data can also be analyzed and made available to users and the Traveler Information Center physical object.	Existing	DOTD New Orleans TMC
TM01	Infrastructure-Based Traffic Surveillance	This service package includes traffic detectors, other surveillance equipment, the supporting field equipment, and Center to Field communications to transmit the collected data back to the Traffic Management Center. The derived data can be used locally such as when traffic detectors are connected directly to a signal control system or remotely (e.g., when a CCTV system sends data back to the Traffic Management Center). The data generated by this service package enables traffic managers to monitor traffic and road conditions, identify and verify incidents, detect faults in indicator operations, and collect census data for traffic strategy development and long range planning. The collected data can also be analyzed and made available to users and the Traveler Information Center physical object.	Existing	DOTD Sub District 02 Traffic Operations
TM01	Infrastructure-Based Traffic Surveillance	This service package includes traffic detectors, other surveillance equipment, the supporting field equipment, and Center to Field communications to transmit the collected data back to the Traffic Management Center. The derived data can be used locally such as when traffic detectors are connected directly to a signal control system or remotely (e.g., when a CCTV system sends data back to the Traffic Management Center). The data generated by this service package enables traffic managers to monitor traffic and road conditions, identify and verify incidents, detect faults in indicator operations, and collect census data for traffic strategy development and long range planning. The collected data can also be analyzed and made available to users and the Traveler Information Center physical object.	Existing	DOTD Sub District 02 Traffic Signal System

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
TM03	Traffic Signal Control	This service package provides the central control and monitoring equipment, communication links, and the signal control equipment that support traffic control at signalized intersections. A range of traffic signal control systems are represented by this service package ranging from fixed-schedule control systems to fully traffic responsive systems that dynamically adjust control plans and strategies based on current traffic conditions and priority requests. This service package is generally an intra-jurisdictional package. Systems that achieve coordination across jurisdictions by using a common time base or other strategies that do not require real time coordination would also be represented by this package. Coordination of traffic signal systems using real-time communications is covered in the TM07-Regional Traffic Management service package. This service package is consistent with typical traffic signal control systems.	Existing	DOTD ITS Field Equipment
TM03	Traffic Signal Control	This service package provides the central control and monitoring equipment, communication links, and the signal control equipment that support traffic control at signalized intersections. A range of traffic signal control systems are represented by this service package ranging from fixed-schedule control systems to fully traffic responsive systems that dynamically adjust control plans and strategies based on current traffic conditions and priority requests. This service package is generally an intra-jurisdictional package. Systems that achieve coordination across jurisdictions by using a common time base or other strategies that do not require real time coordination would also be represented by this package. Coordination of traffic signal systems using real-time communications is covered in the TM07-Regional Traffic Management service package. This service package is consistent with typical traffic signal control systems.	Existing	DOTD Sub District 02 Traffic Operations
TM03	Traffic Signal Control	This service package provides the central control and monitoring equipment, communication links, and the signal control equipment that support traffic control at signalized intersections. A range of traffic signal control systems are represented by this service package ranging from fixed-schedule control systems to fully traffic responsive systems that dynamically adjust control plans and strategies based on current traffic conditions and priority requests. This service package is generally an intra-jurisdictional package. Systems that achieve coordination across jurisdictions by using a common time base or other strategies that do not require real time coordination would also be represented by this package. Coordination of traffic signal systems using real-time communications is covered in the TM07-Regional Traffic Management service package. This service package is consistent with typical traffic signal control systems.	Existing	DOTD Sub District 02 Traffic Signal System
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TM06	Traffic Information Dissemination	This service package provides driver information using roadway equipment such as dynamic message signs or highway advisory radio. A wide range of information can be disseminated including traffic and road conditions, closure and detour information, travel restrictions, incident information, and emergency alerts and driver advisories. This package provides information to drivers at specific equipped locations on the road network. Careful placement of the roadway equipment provides the information at points in the network where the drivers have recourse and can tailor their routes to account for the new information. This package also covers the equipment and interfaces that provide traffic information from a traffic management center to the media (for instance via a direct tie-in between a traffic management center and radio or television station computer systems), Transit Management, Emergency Management, and Transportation Information Centers. A link to the Maintenance and Construction Management Center allows real time information on road/bridge closures and restrictions due to maintenance and construction activities to be disseminated.	Existing	Airport
TM06	Traffic Information Dissemination	This service package provides driver information using roadway equipment such as dynamic message signs or highway advisory radio. A wide range of information can be disseminated including traffic and road conditions, closure and detour information, travel restrictions, incident information, and emergency alerts and driver advisories. This package provides information to drivers at specific equipped locations on the road network. Careful placement of the roadway equipment provides the information at points in the network where the drivers have recourse and can tailor their routes to account for the new information. This package also covers the equipment and interfaces that	Existing	DOTD Houma TMC



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		provide traffic information from a traffic management center to the media (for instance via a direct tie-in between a traffic management center and radio or television station computer systems), Transit Management, Emergency Management, and Transportation Information Centers. A link to the Maintenance and Construction Management Center allows real time information on road/bridge closures and restrictions due to maintenance and construction activities to be disseminated.		
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TM06	Traffic Information Dissemination	This service package provides driver information using roadway equipment such as dynamic message signs or highway advisory radio. A wide range of information can be disseminated including traffic and road conditions, closure and detour information, travel restrictions, incident information, and emergency alerts and driver advisories. This package provides information to drivers at specific equipped locations on the road network. Careful placement of the roadway equipment provides the information at points in the network where the drivers have recourse and can tailor their routes to account for the new information. This package also covers the equipment and interfaces that provide traffic information from a traffic management center to the media (for instance via a direct tie-in between a traffic management center and radio or television station computer systems), Transit Management, Emergency Management, and Transportation Information Centers. A link to the Maintenance and Construction Management Center allows real time information on road/bridge closures and restrictions due to maintenance and construction activities to be disseminated.	Existing	DOTD New Orleans TMC
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TM06	Traffic Information Dissemination	This service package provides driver information using roadway equipment such as dynamic message signs or highway advisory radio. A wide range of information can be disseminated including traffic and road conditions, closure and detour information, travel restrictions, incident information, and emergency alerts and driver advisories. This package provides information to drivers at specific equipped locations on the road network. Careful placement of the roadway equipment provides the information at points in the network where the drivers have recourse and can tailor their routes to account for the new information. This package also covers the equipment and interfaces that provide traffic information from a traffic management center to the media (for instance via a direct tie-in between a traffic management center and radio or television station computer systems), Transit Management, Emergency Management, and Transportation Information Centers. A link to the Maintenance and Construction Management Center allows real time information on road/bridge closures and restrictions due to maintenance and construction activities to be disseminated.	Existing	DOTD Sub District 02 Traffic Operations
TM06	Traffic Information Dissemination	This service package provides driver information using roadway equipment such as dynamic message signs or highway advisory radio. A wide range of information can be disseminated including traffic and road conditions, closure and detour information, travel restrictions, incident information, and emergency alerts and driver advisories. This package provides information to drivers at specific equipped locations on the road network. Careful placement of the roadway equipment provides the information at points in the network where the drivers have recourse and can tailor their routes to account for the new information. This package also covers the equipment and interfaces that provide traffic information from a traffic management center to the media (for instance via a direct tie-in between a traffic management center and radio or television station computer systems), Transit Management, Emergency Management, and Transportation Information Centers. A link to the Maintenance and Construction Management Center allows real time information on road/bridge closures and restrictions due to maintenance and construction activities to be disseminated.	Existing	E911/Office of Emergency Preparedness
TM06	Traffic Information Dissemination	This service package provides driver information using roadway equipment such as dynamic message signs or highway advisory radio. A wide range of information can be disseminated including traffic and road conditions, closure and detour information, travel restrictions, incident information, and emergency alerts and driver advisories. This package provides information to drivers at specific equipped locations on the road network. Careful placement of the roadway equipment provides the information at points in the network where the drivers have recourse and can tailor their routes to account for the new information. This package also covers the equipment and interfaces that provide traffic information from a traffic management center to the media (for instance via a direct tie-in between a traffic management center and radio or television station computer systems), Transit Management, Emergency Management, and Transportation Information Centers. A link to the Maintenance and Construction Management Center allows real time information on road/bridge closures and restrictions due to maintenance and construction activities to be disseminated.	Existing	L.E. Fletcher Technical College
TM06	Traffic Information Dissemination	This service package provides driver information using roadway equipment such as dynamic message signs or highway advisory radio. A wide range of information can be disseminated including traffic and road conditions, closure and detour information, travel restrictions, incident information, and emergency alerts and driver advisories. This package provides information to drivers at specific equipped locations on the road network. Careful placement of the roadway equipment provides the information at points in the network where the drivers have recourse and can tailor their routes to account for the new information. This package also covers the equipment and interfaces that provide traffic information from a traffic management center to the media (for instance via a direct tie-in between a traffic management center and radio or television station computer systems), Transit Management, Emergency Management, and Transportation Information Centers. A link to the Maintenance and Construction Management Center allows real time information on road/bridge closures and restrictions due to maintenance and construction activities to be disseminated.	Existing	Lafourche Parish/Terrebonne Parish School Board Central Office
TM06	Traffic Information Dissemination	This service package provides driver information using roadway equipment such as dynamic message signs or highway advisory radio. A wide range of information can be disseminated including traffic and road conditions, closure and detour information, travel restrictions, incident information, and emergency alerts and driver advisories. This package provides information to drivers at specific equipped locations on the road network. Careful placement of the roadway equipment provides the information at points in the network where the drivers have recourse and can tailor their routes to account for the new information. This package also covers the equipment and interfaces that provide traffic information from a traffic management center to the media (for instance via a direct tie-in between a traffic management center and radio or television station computer systems), Transit Management, Emergency Management, and Transportation Information Centers. A link to the Maintenance and Construction Management Center allows real time information on road/bridge closures and restrictions due to maintenance and construction activities to be disseminated.	Existing	Local Print and Broadcast Media



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		tailor their routes to account for the new information. This package also covers the equipment and interfaces that provide traffic information from a traffic management center to the media (for instance via a direct tie-in between a traffic management center and radio or television station computer systems), Transit Management, Emergency Management, and Transportation Information Centers. A link to the Maintenance and Construction Management Center allows real time information on road/bridge closures and restrictions due to maintenance and construction activities to be disseminated.		
TM06	Traffic Information Dissemination	This service package provides driver information using roadway equipment such as dynamic message signs or highway advisory radio. A wide range of information can be disseminated including traffic and road conditions, closure and detour information, travel restrictions, incident information, and emergency alerts and driver advisories. This package provides information to drivers at specific equipped locations on the road network. Careful placement of the roadway equipment provides the information at points in the network where the drivers have recourse and can tailor their routes to account for the new information. This package also covers the equipment and interfaces that provide traffic information from a traffic management center to the media (for instance via a direct tie-in between a traffic management center and radio or television station computer systems), Transit Management, Emergency Management, and Transportation Information Centers. A link to the Maintenance and Construction Management Center allows real time information on road/bridge closures and restrictions due to maintenance and construction activities to be disseminated.	Existing	Louisiana 511/Website
TM07	Regional Traffic Management	This service package provides for the sharing of information and control among traffic management centers to support regional traffic management strategies. Regional traffic management strategies that are supported include inter-jurisdictional, real-time coordinated traffic signal control systems and coordination between freeway operations and traffic signal control within a corridor. This service package advances the TM03-Traffic Signal Control and TM05-Traffic Metering service packages by adding the communications links and integrated control strategies that enable integrated, interjurisdictional traffic management. The nature of optimization and extent of information and control sharing is determined through working arrangements between jurisdictions. This package relies principally on roadside instrumentation supported by the Traffic Signal Control and Traffic Metering service packages and adds hardware, software, and fixed-point communications capabilities to implement traffic management strategies that are coordinated between allied traffic management centers. Several levels of coordination are supported from sharing of information through sharing of device control between traffic management centers.	Existing	DOTD Houma TMC
TM07	Regional Traffic Management	This service package provides for the sharing of information and control among traffic management centers to support regional traffic management strategies. Regional traffic management strategies that are supported include inter-jurisdictional, real-time coordinated traffic signal control systems and coordination between freeway operations and traffic signal control within a corridor. This service package advances the TM03-Traffic Signal Control and TM05-Traffic Metering service packages by adding the communications links and integrated control strategies that enable integrated, interjurisdictional traffic management. The nature of optimization and extent of information and control sharing is determined through working arrangements between jurisdictions. This package relies principally on roadside instrumentation supported by the Traffic Signal Control and Traffic Metering service packages and adds hardware, software, and fixed-point communications capabilities to implement traffic management strategies that are coordinated between allied traffic management centers. Several levels of coordination are supported from sharing of information through sharing of device control between traffic management centers.	Existing	DOTD ITS Section
TM07	Regional Traffic Management	This service package provides for the sharing of information and control among traffic management centers to support regional traffic management strategies. Regional traffic management strategies that are supported include inter-jurisdictional, real-time coordinated traffic signal control systems and coordination between freeway operations and traffic signal control within a corridor. This service package advances the TM03-Traffic Signal Control and TM05-Traffic Metering service packages by adding the communications links and integrated control strategies that enable integrated, interjurisdictional traffic management. The nature of optimization and extent of information and control sharing is determined through working arrangements between jurisdictions. This package relies principally on roadside instrumentation supported by the Traffic Signal Control and Traffic Metering service packages and adds hardware, software, and fixed-point communications capabilities to implement traffic management strategies that are	Existing	DOTD New Orleans TMC



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		coordinated between allied traffic management centers. Several levels of coordination are supported from sharing of information through sharing of device control between traffic management centers.		
TM07	Regional Traffic Management	This service package provides for the sharing of information and control among traffic management centers to support regional traffic management strategies. Regional traffic management strategies that are supported include inter-jurisdictional, real-time coordinated traffic signal control systems and coordination between freeway operations and traffic signal control within a corridor. This service package advances the TM03-Traffic Signal Control and TM05-Traffic Metering service packages by adding the communications links and integrated control strategies that enable integrated, interjurisdictional traffic management. The nature of optimization and extent of information and control sharing is determined through working arrangements between jurisdictions. This package relies principally on roadside instrumentation supported by the Traffic Signal Control and Traffic Metering service packages and adds hardware, software, and fixed-point communications capabilities to implement traffic management strategies that are coordinated between allied traffic management centers. Several levels of coordination are supported from sharing of information through sharing of device control between traffic management centers.	Existing	DOTD Sub District 02 Traffic Operations
TM07	Regional Traffic Management	This service package provides for the sharing of information and control among traffic management centers to support regional traffic management strategies. Regional traffic management strategies that are supported include inter-jurisdictional, real-time coordinated traffic signal control systems and coordination between freeway operations and traffic signal control within a corridor. This service package advances the TM03-Traffic Signal Control and TM05-Traffic Metering service packages by adding the communications links and integrated control strategies that enable integrated, interjurisdictional traffic management. The nature of optimization and extent of information and control sharing is determined through working arrangements between jurisdictions. This package relies principally on roadside instrumentation supported by the Traffic Signal Control and Traffic Metering service packages and adds hardware, software, and fixed-point communications capabilities to implement traffic management strategies that are coordinated between allied traffic management centers. Several levels of coordination are supported from sharing of information through sharing of device control between traffic management centers.	Existing	Houma Network Communication
TM08	Traffic Incident Management System	This service package manages both unexpected incidents and planned events so that the impact to the transportation network and traveler safety is minimized. The service package includes incident detection capabilities through roadside surveillance devices (e.g. CCTV) and through regional coordination with other traffic management, maintenance and construction management and emergency management centers as well as rail operations and event promoters. Information from these diverse sources is collected and correlated by this service package to detect and verify incidents and implement an appropriate response. This service package supports traffic operations personnel in developing an appropriate response in coordination with emergency management, maintenance and construction management, and other incident response personnel to confirmed incidents. The response may include traffic control strategy modifications or resource coordination between centers. Incident response also includes presentation of information to affected travelers using the Traffic Information Dissemination service package and dissemination of incident information to travelers through the Broadcast Traveler Information or Interactive Traveler Information service packages. The roadside equipment used to detect and verify incidents also allows the operator to monitor incident status as the response unfolds. The coordination with emergency management might be through a CAD system or through other communication with emergency personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel. This service package is closely related with the Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.	Existing	Acadian Ambulance Dispatch
TM08	Traffic Incident Management System	This service package manages both unexpected incidents and planned events so that the impact to the transportation network and traveler safety is minimized. The service package includes incident detection capabilities through roadside surveillance devices (e.g. CCTV) and through regional coordination with other traffic management, maintenance and construction management and emergency management centers as well as rail operations and event promoters. Information from these diverse sources is collected and correlated by this service package to detect and verify incidents and implement an appropriate response. This service package supports traffic operations personnel in developing an appropriate response in coordination with emergency management, maintenance and construction management, and other incident response personnel to confirmed incidents. The response may include traffic	Existing	DOTD Houma TMC



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		control strategy modifications or resource coordination between centers. Incident response also includes presentation of information to affected travelers using the Traffic Information Dissemination service package and dissemination of incident information to travelers through the Broadcast Traveler Information or Interactive Traveler Information service packages. The roadside equipment used to detect and verify incidents also allows the operator to monitor incident status as the response unfolds. The coordination with emergency management might be through a CAD system or through other communication with emergency personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel. This service package is closely related with the Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.		
TM08	Traffic Incident Management System	This service package manages both unexpected incidents and planned events so that the impact to the transportation network and traveler safety is minimized. The service package includes incident detection capabilities through roadside surveillance devices (e.g. CCTV) and through regional coordination with other traffic management, maintenance and construction management and emergency management centers as well as rail operations and event promoters. Information from these diverse sources is collected and correlated by this service package to detect and verify incidents and implement an appropriate response. This service package supports traffic operations personnel in developing an appropriate response in coordination with emergency management, maintenance and construction management, and other incident response personnel to confirmed incidents. The response may include traffic control strategy modifications or resource coordination between centers. Incident response also includes presentation of information to affected travelers using the Traffic Information Dissemination service package and dissemination of incident information to travelers through the Broadcast Traveler Information or Interactive Traveler Information service packages. The roadside equipment used to detect and verify incidents also allows the operator to monitor incident status as the response unfolds. The coordination with emergency management might be through a CAD system or through other communication with emergency personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel. This service package is closely related with the Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.	Existing	DOTD ITS Field Equipment
TM08	Traffic Incident Management System	This service package manages both unexpected incidents and planned events so that the impact to the transportation network and traveler safety is minimized. The service package includes incident detection capabilities through roadside surveillance devices (e.g. CCTV) and through regional coordination with other traffic management, maintenance and construction management and emergency management centers as well as rail operations and event promoters. Information from these diverse sources is collected and correlated by this service package to detect and verify incidents and implement an appropriate response. This service package supports traffic operations personnel in developing an appropriate response in coordination with emergency management, maintenance and construction management, and other incident response personnel to confirmed incidents. The response may include traffic control strategy modifications or resource coordination between centers. Incident response also includes presentation of information to affected travelers using the Traffic Information Dissemination service package and dissemination of incident information to travelers through the Broadcast Traveler Information or Interactive Traveler Information service packages. The roadside equipment used to detect and verify incidents also allows the operator to monitor incident status as the response unfolds. The coordination with emergency management might be through a CAD system or through other communication with emergency personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel. This service package is closely related with the Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.	Existing	DOTD ITS Section
TM08	Traffic Incident Management System	This service package manages both unexpected incidents and planned events so that the impact to the transportation network and traveler safety is minimized. The service package includes incident detection capabilities through roadside surveillance devices (e.g. CCTV) and through regional coordination with other traffic management, maintenance and construction management and emergency management centers as well as rail operations and event promoters. Information from these diverse sources is collected and correlated by this service package to detect and verify incidents and implement an appropriate response. This service package supports traffic operations personnel in developing an appropriate response in coordination with emergency management, maintenance and construction management, and other incident response personnel to confirmed incidents. The response may include traffic control strategy modifications or resource coordination between centers. Incident response also includes presentation of information to affected travelers using the Traffic Information Dissemination service package and dissemination of incident information to travelers through the Broadcast Traveler Information or Interactive Traveler Information service packages. The roadside equipment used to detect and verify incidents also allows the operator to monitor incident status as the response unfolds. The coordination with emergency management might be through a CAD system or through other communication with emergency personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel. This service package is closely related with the Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.	Existing	DOTD New Orleans TMC



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TM08	Traffic Incident Management System	This service package manages both unexpected incidents and planned events so that the impact to the transportation network and traveler safety is minimized. The service package includes incident detection capabilities through roadside surveillance devices (e.g. CCTV) and through regional coordination with other traffic management, maintenance and construction management and emergency management centers as well as rail operations and event promoters. Information from these diverse sources is collected and correlated by this service package to detect and verify incidents and implement an appropriate response. This service package supports traffic operations personnel in developing an appropriate response in coordination with emergency management, maintenance and construction management, and other incident response personnel to confirmed incidents. The response may include traffic control strategy modifications or resource coordination between centers. Incident response also includes presentation of information to affected travelers using the Traffic Information Dissemination service package and dissemination of incident information to travelers through the Broadcast Traveler Information or Interactive Traveler Information service packages. The roadside equipment used to detect and verify incidents also allows the operator to monitor incident status as the response unfolds. The coordination with emergency management might be through a CAD system or through other communication with emergency personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel. This service package is closely related with the Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.	Existing	DOTD Social Media
TM08	Traffic Incident Management System	This service package manages both unexpected incidents and planned events so that the impact to the transportation network and traveler safety is minimized. The service package includes incident detection capabilities through roadside surveillance devices (e.g. CCTV) and through regional coordination with other traffic management, maintenance and construction management and emergency management centers as well as rail operations and event promoters. Information from these diverse sources is collected and correlated by this service package to detect and verify incidents and implement an appropriate response. This service package supports traffic operations personnel in developing an appropriate response in coordination with emergency management, maintenance and construction management, and other incident response personnel to confirmed incidents. The response may include traffic control strategy modifications or resource coordination between centers. Incident response also includes presentation of information to affected travelers using the Traffic Information Dissemination service package and dissemination of incident information to travelers through the Broadcast Traveler Information or Interactive Traveler Information service packages. The roadside equipment used to detect and verify incidents also allows the operator to monitor incident status as the response unfolds. The coordination with emergency management might be through a CAD system or through other communication with emergency personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel. This service package is closely related with the Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.	Existing	DOTD Sub District 02 Traffic Operations
TM08	Traffic Incident Management System	This service package manages both unexpected incidents and planned events so that the impact to the transportation network and traveler safety is minimized. The service package includes incident detection capabilities through roadside surveillance devices (e.g. CCTV) and through regional coordination with other traffic management, maintenance and construction management and emergency management centers as well as rail operations and event promoters. Information from these diverse sources is collected and correlated by this service package to detect and verify incidents and implement an appropriate response. This service package supports traffic operations personnel in developing an appropriate response in coordination with emergency management, maintenance and construction management, and other incident response personnel to confirmed incidents. The response may include traffic control strategy modifications or resource coordination between centers. Incident response also includes presentation of information to affected travelers using the Traffic Information Dissemination service package and dissemination of incident information to travelers through the Broadcast Traveler Information or Interactive Traveler Information service packages. The roadside equipment used to detect and verify incidents also allows the operator to monitor incident status as the response unfolds. The coordination with emergency management might be through a CAD system or through other communication with emergency personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel. This service package is closely related with the Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.	Existing	E911/Office of Emergency Preparedness



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		promoters. Information from these diverse sources is collected and correlated by this service package to detect and verify incidents and implement an appropriate response. This service package supports traffic operations personnel in developing an appropriate response in coordination with emergency management, maintenance and construction management, and other incident response personnel to confirmed incidents. The response may include traffic control strategy modifications or resource coordination between centers. Incident response also includes presentation of information to affected travelers using the Traffic Information Dissemination service package and dissemination of incident information to travelers through the Broadcast Traveler Information or Interactive Traveler Information service packages. The roadside equipment used to detect and verify incidents also allows the operator to monitor incident status as the response unfolds. The coordination with emergency management might be through a CAD system or through other communication with emergency personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel. This service package is closely related with the Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.		
TM08	Traffic Incident Management System	This service package manages both unexpected incidents and planned events so that the impact to the transportation network and traveler safety is minimized. The service package includes incident detection capabilities through roadside surveillance devices (e.g. CCTV) and through regional coordination with other traffic management, maintenance and construction management and emergency management centers as well as rail operations and event promoters. Information from these diverse sources is collected and correlated by this service package to detect and verify incidents and implement an appropriate response. This service package supports traffic operations personnel in developing an appropriate response in coordination with emergency management, maintenance and construction management, and other incident response personnel to confirmed incidents. The response may include traffic control strategy modifications or resource coordination between centers. Incident response also includes presentation of information to affected travelers using the Traffic Information Dissemination service package and dissemination of incident information to travelers through the Broadcast Traveler Information or Interactive Traveler Information service packages. The roadside equipment used to detect and verify incidents also allows the operator to monitor incident status as the response unfolds. The coordination with emergency management might be through a CAD system or through other communication with emergency personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel. This service package is closely related with the Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.	Existing	Houma/Thibodaux Fire Department
TM08	Traffic Incident Management System	This service package manages both unexpected incidents and planned events so that the impact to the transportation network and traveler safety is minimized. The service package includes incident detection capabilities through roadside surveillance devices (e.g. CCTV) and through regional coordination with other traffic management, maintenance and construction management and emergency management centers as well as rail operations and event promoters. Information from these diverse sources is collected and correlated by this service package to detect and verify incidents and implement an appropriate response. This service package supports traffic operations personnel in developing an appropriate response in coordination with emergency management, maintenance and construction management, and other incident response personnel to confirmed incidents. The response may include traffic control strategy modifications or resource coordination between centers. Incident response also includes presentation of information to affected travelers using the Traffic Information Dissemination service package and dissemination of incident information to travelers through the Broadcast Traveler Information or Interactive Traveler Information service packages. The roadside equipment used to detect and verify incidents also allows the operator to monitor incident status as the response unfolds. The coordination with emergency management might be through a CAD system or through other communication with emergency personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel. This service package is closely related with the Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.	Existing	Houma/Thibodaux Police Department



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
TM08	Traffic Incident Management System	This service package manages both unexpected incidents and planned events so that the impact to the transportation network and traveler safety is minimized. The service package includes incident detection capabilities through roadside surveillance devices (e.g. CCTV) and through regional coordination with other traffic management, maintenance and construction management and emergency management centers as well as rail operations and event promoters. Information from these diverse sources is collected and correlated by this service package to detect and verify incidents and implement an appropriate response. This service package supports traffic operations personnel in developing an appropriate response in coordination with emergency management, maintenance and construction management, and other incident response personnel to confirmed incidents. The response may include traffic control strategy modifications or resource coordination between centers. Incident response also includes presentation of information to affected travelers using the Traffic Information Dissemination service package and dissemination of incident information to travelers through the Broadcast Traveler Information or Interactive Traveler Information service packages. The roadside equipment used to detect and verify incidents also allows the operator to monitor incident status as the response unfolds. The coordination with emergency management might be through a CAD system or through other communication with emergency personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel. This service package is closely related with the Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.	Existing	Lafourche Parish/Terrebonne Parish Communications District
TM08	Traffic Incident Management System	This service package manages both unexpected incidents and planned events so that the impact to the transportation network and traveler safety is minimized. The service package includes incident detection capabilities through roadside surveillance devices (e.g. CCTV) and through regional coordination with other traffic management, maintenance and construction management and emergency management centers as well as rail operations and event promoters. Information from these diverse sources is collected and correlated by this service package to detect and verify incidents and implement an appropriate response. This service package supports traffic operations personnel in developing an appropriate response in coordination with emergency management, maintenance and construction management, and other incident response personnel to confirmed incidents. The response may include traffic control strategy modifications or resource coordination between centers. Incident response also includes presentation of information to affected travelers using the Traffic Information Dissemination service package and dissemination of incident information to travelers through the Broadcast Traveler Information or Interactive Traveler Information service packages. The roadside equipment used to detect and verify incidents also allows the operator to monitor incident status as the response unfolds. The coordination with emergency management might be through a CAD system or through other communication with emergency personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel. This service package is closely related with the Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.	Existing	Local Fire Department
TM08	Traffic Incident Management System	This service package manages both unexpected incidents and planned events so that the impact to the transportation network and traveler safety is minimized. The service package includes incident detection capabilities through roadside surveillance devices (e.g. CCTV) and through regional coordination with other traffic management, maintenance and construction management and emergency management centers as well as rail operations and event promoters. Information from these diverse sources is collected and correlated by this service package to detect and verify incidents and implement an appropriate response. This service package supports traffic operations personnel in developing an appropriate response in coordination with emergency management, maintenance and construction management, and other incident response personnel to confirmed incidents. The response may include traffic control strategy modifications or resource coordination between centers. Incident response also includes presentation of information to affected travelers using the Traffic Information Dissemination service package and dissemination of incident information to travelers through the Broadcast Traveler Information or Interactive Traveler Information service packages. The roadside equipment used to detect and verify incidents also allows the operator to monitor incident status as the response unfolds. The coordination with emergency management might be through a CAD system or through other communication with emergency personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel. This service package is closely related with the Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.	Existing	Local Print and Broadcast Media



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.		
TM08	Traffic Incident Management System	This service package manages both unexpected incidents and planned events so that the impact to the transportation network and traveler safety is minimized. The service package includes incident detection capabilities through roadside surveillance devices (e.g. CCTV) and through regional coordination with other traffic management, maintenance and construction management and emergency management centers as well as rail operations and event promoters. Information from these diverse sources is collected and correlated by this service package to detect and verify incidents and implement an appropriate response. This service package supports traffic operations personnel in developing an appropriate response in coordination with emergency management, maintenance and construction management, and other incident response personnel to confirmed incidents. The response may include traffic control strategy modifications or resource coordination between centers. Incident response also includes presentation of information to affected travelers using the Traffic Information Dissemination service package and dissemination of incident information to travelers through the Broadcast Traveler Information or Interactive Traveler Information service packages. The roadside equipment used to detect and verify incidents also allows the operator to monitor incident status as the response unfolds. The coordination with emergency management might be through a CAD system or through other communication with emergency personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel. This service package is closely related with the Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.	Existing	Louisiana 511/Website
TM08	Traffic Incident Management System	This service package manages both unexpected incidents and planned events so that the impact to the transportation network and traveler safety is minimized. The service package includes incident detection capabilities through roadside surveillance devices (e.g. CCTV) and through regional coordination with other traffic management, maintenance and construction management and emergency management centers as well as rail operations and event promoters. Information from these diverse sources is collected and correlated by this service package to detect and verify incidents and implement an appropriate response. This service package supports traffic operations personnel in developing an appropriate response in coordination with emergency management, maintenance and construction management, and other incident response personnel to confirmed incidents. The response may include traffic control strategy modifications or resource coordination between centers. Incident response also includes presentation of information to affected travelers using the Traffic Information Dissemination service package and dissemination of incident information to travelers through the Broadcast Traveler Information or Interactive Traveler Information service packages. The roadside equipment used to detect and verify incidents also allows the operator to monitor incident status as the response unfolds. The coordination with emergency management might be through a CAD system or through other communication with emergency personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel. This service package is closely related with the Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.	Existing	LSP Troop C
TM08	Traffic Incident Management System	This service package manages both unexpected incidents and planned events so that the impact to the transportation network and traveler safety is minimized. The service package includes incident detection capabilities through roadside surveillance devices (e.g. CCTV) and through regional coordination with other traffic management, maintenance and construction management and emergency management centers as well as rail operations and event promoters. Information from these diverse sources is collected and correlated by this service package to detect and verify incidents and implement an appropriate response. This service package supports traffic operations personnel in developing an appropriate response in coordination with emergency management, maintenance and construction management, and other incident response personnel to confirmed incidents. The response may include traffic control strategy modifications or resource coordination between centers. Incident response also includes presentation of information to affected travelers using the Traffic Information Dissemination service package and dissemination of incident information to travelers through the Broadcast Traveler Information or Interactive Traveler Information service packages. The roadside equipment used to detect and verify incidents also allows the operator to monitor incident status as the response unfolds. The coordination with emergency management might be through a CAD system or through other communication with emergency personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel. This service package is closely related with the Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.	Existing	Other Emergency Management



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		CAD system or through other communication with emergency personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel. This service package is closely related with the Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.		
TM10	Electronic Toll Collection	The Electronic Toll Collection service package provides toll operators with the ability to collect tolls electronically and detect and process violations. The fees that are collected may be adjusted to implement demand management strategies. Field-Vehicle Communication between the roadway equipment and the vehicle is required as well as Fixed Point-Fixed Point interfaces between the toll collection equipment and transportation authorities and the financial infrastructure that supports fee collection. Toll violations are identified and electronically posted to vehicle owners. Standards, inter-agency coordination, and financial clearinghouse capabilities enable broad interoperability for these services.	Planned	DOTD ITS Section
TM10	Electronic Toll Collection	The Electronic Toll Collection service package provides toll operators with the ability to collect tolls electronically and detect and process violations. The fees that are collected may be adjusted to implement demand management strategies. Field-Vehicle Communication between the roadway equipment and the vehicle is required as well as Fixed Point-Fixed Point interfaces between the toll collection equipment and transportation authorities and the financial infrastructure that supports fee collection. Toll violations are identified and electronically posted to vehicle owners. Standards, inter-agency coordination, and financial clearinghouse capabilities enable broad interoperability for these services.	Planned	DOTD Sub District 02 Traffic Operations
TM10	Electronic Toll Collection	The Electronic Toll Collection service package provides toll operators with the ability to collect tolls electronically and detect and process violations. The fees that are collected may be adjusted to implement demand management strategies. Field-Vehicle Communication between the roadway equipment and the vehicle is required as well as Fixed Point-Fixed Point interfaces between the toll collection equipment and transportation authorities and the financial infrastructure that supports fee collection. Toll violations are identified and electronically posted to vehicle owners. Standards, inter-agency coordination, and financial clearinghouse capabilities enable broad interoperability for these services.	Planned	LADOTD
TM10	Electronic Toll Collection	The Electronic Toll Collection service package provides toll operators with the ability to collect tolls electronically and detect and process violations. The fees that are collected may be adjusted to implement demand management strategies. Field-Vehicle Communication between the roadway equipment and the vehicle is required as well as Fixed Point-Fixed Point interfaces between the toll collection equipment and transportation authorities and the financial infrastructure that supports fee collection. Toll violations are identified and electronically posted to vehicle owners. Standards, inter-agency coordination, and financial clearinghouse capabilities enable broad interoperability for these services.	Planned	Lafourche Parish Government
TM10	Electronic Toll Collection	The Electronic Toll Collection service package provides toll operators with the ability to collect tolls electronically and detect and process violations. The fees that are collected may be adjusted to implement demand management strategies. Field-Vehicle Communication between the roadway equipment and the vehicle is required as well as Fixed Point-Fixed Point interfaces between the toll collection equipment and transportation authorities and the financial infrastructure that supports fee collection. Toll violations are identified and electronically posted to vehicle owners. Standards, inter-agency coordination, and financial clearinghouse capabilities enable broad interoperability for these services.	Planned	Personal Devices
TM16	Reversible Lane Management	This service package provides for the management of reversible lane facilities. In addition to standard surveillance capabilities, this service package includes sensory functions that detect wrong-way vehicles and other special surveillance capabilities that mitigate safety hazards associated with reversible lanes. The package includes the field equipment, physical lane access controls, and associated control electronics that manage and control these special lanes. This service package also includes the equipment used to electronically reconfigure intersections and manage right-of-way to address dynamic demand changes and special events.	Planned	DOTD Houma TMC
TM16	Reversible Lane Management	This service package provides for the management of reversible lane facilities. In addition to standard surveillance capabilities, this service package includes sensory functions that detect wrong-way vehicles and other special surveillance capabilities that mitigate safety hazards associated with reversible lanes. The package includes the field equipment, physical lane access controls, and associated control electronics that manage and control these special	Planned	DOTD ITS Field Equipment



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		lanes. This service package also includes the equipment used to electronically reconfigure intersections and manage right-of-way to address dynamic demand changes and special events.		
TM16	Reversible Lane Management	This service package provides for the management of reversible lane facilities. In addition to standard surveillance capabilities, this service package includes sensory functions that detect wrong-way vehicles and other special surveillance capabilities that mitigate safety hazards associated with reversible lanes. The package includes the field equipment, physical lane access controls, and associated control electronics that manage and control these special lanes. This service package also includes the equipment used to electronically reconfigure intersections and manage right-of-way to address dynamic demand changes and special events.	Planned	DOTD ITS Section
TM16	Reversible Lane Management	This service package provides for the management of reversible lane facilities. In addition to standard surveillance capabilities, this service package includes sensory functions that detect wrong-way vehicles and other special surveillance capabilities that mitigate safety hazards associated with reversible lanes. The package includes the field equipment, physical lane access controls, and associated control electronics that manage and control these special lanes. This service package also includes the equipment used to electronically reconfigure intersections and manage right-of-way to address dynamic demand changes and special events.	Planned	DOTD New Orleans TMC
TM16	Reversible Lane Management	This service package provides for the management of reversible lane facilities. In addition to standard surveillance capabilities, this service package includes sensory functions that detect wrong-way vehicles and other special surveillance capabilities that mitigate safety hazards associated with reversible lanes. The package includes the field equipment, physical lane access controls, and associated control electronics that manage and control these special lanes. This service package also includes the equipment used to electronically reconfigure intersections and manage right-of-way to address dynamic demand changes and special events.	Planned	DOTD Sub District 02 Traffic Operations
TM16	Reversible Lane Management	This service package provides for the management of reversible lane facilities. In addition to standard surveillance capabilities, this service package includes sensory functions that detect wrong-way vehicles and other special surveillance capabilities that mitigate safety hazards associated with reversible lanes. The package includes the field equipment, physical lane access controls, and associated control electronics that manage and control these special lanes. This service package also includes the equipment used to electronically reconfigure intersections and manage right-of-way to address dynamic demand changes and special events.	Planned	Houma Network Communication
TM18	Drawbridge Management	This service package supports systems that manage drawbridges at rivers and canals and other multimodal crossings (other than railroad grade crossings which are specifically covered by other service packages). The equipment managed by this service package includes control devices (e.g., gates, warning lights, dynamic message signs) at the drawbridge as well as the information systems that are used to keep travelers apprised of current and forecasted drawbridge status.	Existing	DOTD Houma TMC
TM18	Drawbridge Management	This service package supports systems that manage drawbridges at rivers and canals and other multimodal crossings (other than railroad grade crossings which are specifically covered by other service packages). The equipment managed by this service package includes control devices (e.g., gates, warning lights, dynamic message signs) at the drawbridge as well as the information systems that are used to keep travelers apprised of current and forecasted drawbridge status.	Existing	DOTD ITS Field Equipment
TM18	Drawbridge Management	This service package supports systems that manage drawbridges at rivers and canals and other multimodal crossings (other than railroad grade crossings which are specifically covered by other service packages). The equipment managed by this service package includes control devices (e.g., gates, warning lights, dynamic message signs) at the drawbridge as well as the information systems that are used to keep travelers apprised of current and forecasted drawbridge status.	Existing	DOTD New Orleans TMC
VS12	Vulnerable Road User Safety	This service package supports the sensing and warning systems used to interact with pedestrians, cyclists, wheel chair users, scooter riders, and other vulnerable road users that are on pathways that are immediately adjacent to or intersect the roadway. These systems allow automated warning or active protection for this class of users. It integrates traffic and vulnerable road user information from roadside or intersection detectors and new forms of data from wirelessly connected, traveler-carried mobile devices to request right-of-way or to inform pedestrians when to cross and how to remain aligned with the crosswalk or pathway based on real-time Signal Phase and Timing (SPaT) and MAP information. In some cases, priority will be given to non-motorized travelers, such as persons with disabilities who need additional crossing time, or in special conditions (e.g., weather) where non-motorized travelers may warrant	Planned	DOTD Sub District 02 Traffic Signal System



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		priority or additional crossing time. This service package will enable a service call to be routed to the traffic controller from a mobile device of a registered person with disabilities after confirming the direction and orientation of the roadway that the individual is intending to cross. It also provides warnings to the vulnerable road users of possible infringement of the crossing or pathway by approaching vehicles.		
VS12	Vulnerable Road User Safety	This service package supports the sensing and warning systems used to interact with pedestrians, cyclists, wheel chair users, scooter riders, and other vulnerable road users that are on pathways that are immediately adjacent to or intersect the roadway. These systems allow automated warning or active protection for this class of users. It integrates traffic and vulnerable road user information from roadside or intersection detectors and new forms of data from wirelessly connected, traveler-carried mobile devices to request right-of-way or to inform pedestrians when to cross and how to remain aligned with the crosswalk or pathway based on real-time Signal Phase and Timing (SPaT) and MAP information. In some cases, priority will be given to non-motorized travelers, such as persons with disabilities who need additional crossing time, or in special conditions (e.g., weather) where non-motorized travelers may warrant priority or additional crossing time. This service package will enable a service call to be routed to the traffic controller from a mobile device of a registered person with disabilities after confirming the direction and orientation of the roadway that the individual is intending to cross. It also provides warnings to the vulnerable road users of possible infringement of the crossing or pathway by approaching vehicles.	Planned	Personal Devices
WX01	Weather Data Collection	This service package collects current road and weather conditions using data collected from environmental sensors deployed on and about the roadway. It also collects data from vehicles in the road network that can be used to directly measure or infer current environmental conditions. It leverages vehicle on-board systems that measure temperature, sense current weather conditions (rain and sun sensors) and also can monitor aspects of the vehicle operational status (e.g., use of headlights, wipers, and traction control system) to gather information about local environmental conditions. In addition, environmental sensor systems located on Maintenance and Construction Vehicles are also potential data sources. The collected environmental data is used by the Weather Information Processing and Distribution service package to process the information and make decisions on operations. The collected environmental data may be aggregated, combined with data attributes and sent to meteorological systems for data qualification and further data consolidation. The service package may also request and receive qualified data sets from meteorological systems.	Planned	DOTD Houma TMC
WX01	Weather Data Collection	This service package collects current road and weather conditions using data collected from environmental sensors deployed on and about the roadway. It also collects data from vehicles in the road network that can be used to directly measure or infer current environmental conditions. It leverages vehicle on-board systems that measure temperature, sense current weather conditions (rain and sun sensors) and also can monitor aspects of the vehicle operational status (e.g., use of headlights, wipers, and traction control system) to gather information about local environmental conditions. In addition, environmental sensor systems located on Maintenance and Construction Vehicles are also potential data sources. The collected environmental data is used by the Weather Information Processing and Distribution service package to process the information and make decisions on operations. The collected environmental data may be aggregated, combined with data attributes and sent to meteorological systems for data qualification and further data consolidation. The service package may also request and receive qualified data sets from meteorological systems.	Planned	DOTD ITS Field Equipment
WX01	Weather Data Collection	This service package collects current road and weather conditions using data collected from environmental sensors deployed on and about the roadway. It also collects data from vehicles in the road network that can be used to directly measure or infer current environmental conditions. It leverages vehicle on-board systems that measure temperature, sense current weather conditions (rain and sun sensors) and also can monitor aspects of the vehicle operational status (e.g., use of headlights, wipers, and traction control system) to gather information about local environmental conditions. In addition, environmental sensor systems located on Maintenance and Construction Vehicles are also potential data sources. The collected environmental data is used by the Weather Information Processing and Distribution service package to process the information and make decisions on operations. The collected environmental data may be aggregated, combined with data attributes and sent to meteorological systems for data qualification and further data consolidation. The service package may also request and receive qualified data sets from meteorological systems.	Planned	DOTD ITS Section



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
WX01	Weather Data Collection	This service package collects current road and weather conditions using data collected from environmental sensors deployed on and about the roadway. It also collects data from vehicles in the road network that can be used to directly measure or infer current environmental conditions. It leverages vehicle on-board systems that measure temperature, sense current weather conditions (rain and sun sensors) and also can monitor aspects of the vehicle operational status (e.g., use of headlights, wipers, and traction control system) to gather information about local environmental conditions. In addition, environmental sensor systems located on Maintenance and Construction Vehicles are also potential data sources. The collected environmental data is used by the Weather Information Processing and Distribution service package to process the information and make decisions on operations. The collected environmental data may be aggregated, combined with data attributes and sent to meteorological systems for data qualification and further data consolidation. The service package may also request and receive qualified data sets from meteorological systems.	Planned	DOTD New Orleans TMC
WX01	Weather Data Collection	This service package collects current road and weather conditions using data collected from environmental sensors deployed on and about the roadway. It also collects data from vehicles in the road network that can be used to directly measure or infer current environmental conditions. It leverages vehicle on-board systems that measure temperature, sense current weather conditions (rain and sun sensors) and also can monitor aspects of the vehicle operational status (e.g., use of headlights, wipers, and traction control system) to gather information about local environmental conditions. In addition, environmental sensor systems located on Maintenance and Construction Vehicles are also potential data sources. The collected environmental data is used by the Weather Information Processing and Distribution service package to process the information and make decisions on operations. The collected environmental data may be aggregated, combined with data attributes and sent to meteorological systems for data qualification and further data consolidation. The service package may also request and receive qualified data sets from meteorological systems.	Planned	DOTD Sub District 02 Traffic Operations
WX01	Weather Data Collection	This service package collects current road and weather conditions using data collected from environmental sensors deployed on and about the roadway. It also collects data from vehicles in the road network that can be used to directly measure or infer current environmental conditions. It leverages vehicle on-board systems that measure temperature, sense current weather conditions (rain and sun sensors) and also can monitor aspects of the vehicle operational status (e.g., use of headlights, wipers, and traction control system) to gather information about local environmental conditions. In addition, environmental sensor systems located on Maintenance and Construction Vehicles are also potential data sources. The collected environmental data is used by the Weather Information Processing and Distribution service package to process the information and make decisions on operations. The collected environmental data may be aggregated, combined with data attributes and sent to meteorological systems for data qualification and further data consolidation. The service package may also request and receive qualified data sets from meteorological systems.	Planned	Lafourche Parish Government
WX01	Weather Data Collection	This service package collects current road and weather conditions using data collected from environmental sensors deployed on and about the roadway. It also collects data from vehicles in the road network that can be used to directly measure or infer current environmental conditions. It leverages vehicle on-board systems that measure temperature, sense current weather conditions (rain and sun sensors) and also can monitor aspects of the vehicle operational status (e.g., use of headlights, wipers, and traction control system) to gather information about local environmental conditions. In addition, environmental sensor systems located on Maintenance and Construction Vehicles are also potential data sources. The collected environmental data is used by the Weather Information Processing and Distribution service package to process the information and make decisions on operations. The collected environmental data may be aggregated, combined with data attributes and sent to meteorological systems for data qualification and further data consolidation. The service package may also request and receive qualified data sets from meteorological systems.	Planned	Terrebonne Parish Consolidated Government
WX02	Weather Information Processing and Distribution	This service package processes and distributes the environmental information collected from the Weather Data Collection service package. This service package uses the environmental data to detect environmental hazards such as icy road conditions, high winds, dense fog, etc. so operational centers and decision support systems can make decision on corrective actions to take. The continuing updates of road condition information and current temperatures can be used to more effectively deploy road maintenance resources, issue general traveler advisories,	Planned	Airport



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		issue location specific warnings to drivers using the Traffic Information Dissemination service package, and aid operators in scheduling work activity.		
WX02	Weather Information Processing and Distribution	This service package processes and distributes the environmental information collected from the Weather Data Collection service package. This service package uses the environmental data to detect environmental hazards such as icy road conditions, high winds, dense fog, etc. so operational centers and decision support systems can make decision on corrective actions to take. The continuing updates of road condition information and current temperatures can be used to more effectively deploy road maintenance resources, issue general traveler advisories, issue location specific warnings to drivers using the Traffic Information Dissemination service package, and aid operators in scheduling work activity.	Planned	DOTD Houma TMC
WX02	Weather Information Processing and Distribution	This service package processes and distributes the environmental information collected from the Weather Data Collection service package. This service package uses the environmental data to detect environmental hazards such as icy road conditions, high winds, dense fog, etc. so operational centers and decision support systems can make decision on corrective actions to take. The continuing updates of road condition information and current temperatures can be used to more effectively deploy road maintenance resources, issue general traveler advisories, issue location specific warnings to drivers using the Traffic Information Dissemination service package, and aid operators in scheduling work activity.	Planned	DOTD New Orleans TMC
WX02	Weather Information Processing and Distribution	This service package processes and distributes the environmental information collected from the Weather Data Collection service package. This service package uses the environmental data to detect environmental hazards such as icy road conditions, high winds, dense fog, etc. so operational centers and decision support systems can make decision on corrective actions to take. The continuing updates of road condition information and current temperatures can be used to more effectively deploy road maintenance resources, issue general traveler advisories, issue location specific warnings to drivers using the Traffic Information Dissemination service package, and aid operators in scheduling work activity.	Planned	DOTD Social Media
WX02	Weather Information Processing and Distribution	This service package processes and distributes the environmental information collected from the Weather Data Collection service package. This service package uses the environmental data to detect environmental hazards such as icy road conditions, high winds, dense fog, etc. so operational centers and decision support systems can make decision on corrective actions to take. The continuing updates of road condition information and current temperatures can be used to more effectively deploy road maintenance resources, issue general traveler advisories, issue location specific warnings to drivers using the Traffic Information Dissemination service package, and aid operators in scheduling work activity.	Planned	DOTD Sub District 02 Traffic Operations
WX02	Weather Information Processing and Distribution	This service package processes and distributes the environmental information collected from the Weather Data Collection service package. This service package uses the environmental data to detect environmental hazards such as icy road conditions, high winds, dense fog, etc. so operational centers and decision support systems can make decision on corrective actions to take. The continuing updates of road condition information and current temperatures can be used to more effectively deploy road maintenance resources, issue general traveler advisories, issue location specific warnings to drivers using the Traffic Information Dissemination service package, and aid operators in scheduling work activity.	Planned	E911/Office of Emergency Preparedness
WX02	Weather Information Processing and Distribution	This service package processes and distributes the environmental information collected from the Weather Data Collection service package. This service package uses the environmental data to detect environmental hazards such as icy road conditions, high winds, dense fog, etc. so operational centers and decision support systems can make decision on corrective actions to take. The continuing updates of road condition information and current temperatures can be used to more effectively deploy road maintenance resources, issue general traveler advisories, issue location specific warnings to drivers using the Traffic Information Dissemination service package, and aid operators in scheduling work activity.	Planned	Lafourche Parish/Terrebonne Parish Communications District
WX02	Weather Information Processing and Distribution	This service package processes and distributes the environmental information collected from the Weather Data Collection service package. This service package uses the environmental data to detect environmental hazards such as icy road conditions, high winds, dense fog, etc. so operational centers and decision support systems can make decision on corrective actions to take. The continuing updates of road condition information and current temperatures can be used to more effectively deploy road maintenance resources, issue general traveler advisories, issue location specific warnings to drivers using the Traffic Information Dissemination service package, and aid operators in scheduling work activity.	Planned	Local Print and Broadcast Media



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		issue location specific warnings to drivers using the Traffic Information Dissemination service package, and aid operators in scheduling work activity.		
WX02	Weather Information Processing and Distribution	This service package processes and distributes the environmental information collected from the Weather Data Collection service package. This service package uses the environmental data to detect environmental hazards such as icy road conditions, high winds, dense fog, etc. so operational centers and decision support systems can make decision on corrective actions to take. The continuing updates of road condition information and current temperatures can be used to more effectively deploy road maintenance resources, issue general traveler advisories, issue location specific warnings to drivers using the Traffic Information Dissemination service package, and aid operators in scheduling work activity.	Planned	Louisiana 511/Website
WX02	Weather Information Processing and Distribution	This service package processes and distributes the environmental information collected from the Weather Data Collection service package. This service package uses the environmental data to detect environmental hazards such as icy road conditions, high winds, dense fog, etc. so operational centers and decision support systems can make decision on corrective actions to take. The continuing updates of road condition information and current temperatures can be used to more effectively deploy road maintenance resources, issue general traveler advisories, issue location specific warnings to drivers using the Traffic Information Dissemination service package, and aid operators in scheduling work activity.	Planned	Other Public Safety Agencies



Appendix G – Operational Concepts



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Archived Data System for Houma-Thibodaux ITS Architecture	The Archived Data Management System for the Houma Regional ITS Architecture represents the functions that collect, process, store and utilize transportation data. The data includes volumes, speed, crashes, CVO, public transit, parking, etc. The system should log and store operational inputs and data collected by field devices. The data should be stored for a configurable amount of time, and reporting systems should allow users to create pre-defined reports or reports based on select data elements. The system should be capable of providing regional or specific roadway reports using analytical tools. Examples of reports may include an incident report, traffic conditions report, work zones report, and maintenance reports. The data should be available to stakeholders to enhance decision making for planning and design.	Greater Lafourche Port Commission	transportation data collection and archiving	Existing
Archived Data System for Houma-Thibodaux ITS Architecture	The Archived Data Management System for the Houma Regional ITS Architecture represents the functions that collect, process, store and utilize transportation data. The data includes volumes, speed, crashes, CVO, public transit, parking, etc. The system should log and store operational inputs and data collected by field devices. The data should be stored for a configurable amount of time, and reporting systems should allow users to create pre-defined reports or reports based on select data elements. The system should be capable of providing regional or specific roadway reports using analytical tools. Examples of reports may include an incident report, traffic conditions report, work zones report, and maintenance reports. The data should be available to stakeholders to enhance decision making for planning and design.	Greater Lafourche Port Commission	transportation analytics and reports	Existing
Archived Data System for Houma-Thibodaux ITS Architecture	The Archived Data Management System for the Houma Regional ITS Architecture represents the functions that collect, process, store and utilize transportation data. The data includes volumes, speed, crashes, CVO, public transit, parking, etc. The system should log and store operational inputs and data collected by field devices. The data should be stored for a configurable amount of time, and reporting systems should allow users to create pre-defined reports or reports based on select data elements. The system should be capable of providing regional or specific roadway reports using analytical tools. Examples of reports may include an incident report, traffic conditions report, work zones report, and maintenance reports. The data should be available to stakeholders to enhance decision making for planning and design.	Houma Terrebonne Airport	transportation data collection and archiving	Existing
Archived Data System for Houma-Thibodaux ITS Architecture	The Archived Data Management System for the Houma Regional ITS Architecture represents the functions that collect, process, store and utilize transportation data. The data includes volumes, speed, crashes, CVO, public transit, parking, etc. The system should log and store operational inputs and data collected by field devices. The data should be stored for a configurable amount of time, and reporting systems should allow users to create pre-defined reports or reports based on select data elements. The system should be capable of providing regional or specific roadway reports using analytical tools. Examples of reports may include an incident report, traffic conditions report, work zones report, and maintenance reports. The data should be available to stakeholders to enhance decision making for planning and design.	LADOTD	transportation analytics and reports	Existing
Archived Data System for Houma-Thibodaux ITS Architecture	The Archived Data Management System for the Houma Regional ITS Architecture represents the functions that collect, process, store and utilize transportation data. The data includes volumes, speed, crashes, CVO, public transit, parking, etc. The system should log and store operational inputs and data collected by field devices. The data should be stored for a configurable amount of time, and reporting systems should allow users to create pre-defined reports or reports based on select data elements. The system should be capable of providing regional or specific roadway reports using analytical tools. Examples of reports may include an incident report, traffic conditions report, work zones report, and maintenance reports. The data should be available to stakeholders to enhance decision making for planning and design.	LADOTD	transportation data collection and archiving	Existing
Archived Data System for Houma-Thibodaux ITS Architecture	The Archived Data Management System for the Houma Regional ITS Architecture represents the functions that collect, process, store and utilize transportation data. The data includes volumes, speed, crashes, CVO, public transit, parking, etc. The system should log and store operational inputs and data collected by field devices. The data should be stored for a configurable amount of time, and reporting systems should allow users to create pre-defined reports or reports based on	Parish Government	transportation analytics and reports	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
	select data elements. The system should be capable of providing regional or specific roadway reports using analytical tools. Examples of reports may include an incident report, traffic conditions report, work zones report, and maintenance reports. The data should be available to stakeholders to enhance decision making for planning and design.			
Archived Data System for Houma-Thibodaux ITS Architecture	The Archived Data Management System for the Houma Regional ITS Architecture represents the functions that collect, process, store and utilize transportation data. The data includes volumes, speed, crashes, CVO, public transit, parking, etc. The system should log and store operational inputs and data collected by field devices. The data should be stored for a configurable amount of time, and reporting systems should allow users to create pre-defined reports or reports based on select data elements. The system should be capable of providing regional or specific roadway reports using analytical tools. Examples of reports may include an incident report, traffic conditions report, work zones report, and maintenance reports. The data should be available to stakeholders to enhance decision making for planning and design.	South Central Planning and Development Commission, MPO	Archive data management	Existing
Archived Data System for Houma-Thibodaux ITS Architecture	The Archived Data Management System for the Houma Regional ITS Architecture represents the functions that collect, process, store and utilize transportation data. The data includes volumes, speed, crashes, CVO, public transit, parking, etc. The system should log and store operational inputs and data collected by field devices. The data should be stored for a configurable amount of time, and reporting systems should allow users to create pre-defined reports or reports based on select data elements. The system should be capable of providing regional or specific roadway reports using analytical tools. Examples of reports may include an incident report, traffic conditions report, work zones report, and maintenance reports. The data should be available to stakeholders to enhance decision making for planning and design.	South Central Planning and Development Commission, MPO	Transportation planning	Existing
Arterial Management for Houma-Thibodaux ITS Architecture	Arterial streets will be managed by LADOTD, Terrebonne Parish and the Lafourche Parish Government. This will include traffic analysis and maintenance of traffic control devices. Houma TMC and New Orleans TMC will provide traveler information and monitor incident status.	LADOTD	Event monitoring	Existing
Arterial Management for Houma-Thibodaux ITS Architecture	Arterial streets will be managed by LADOTD, Terrebonne Parish and the Lafourche Parish Government. This will include traffic analysis and maintenance of traffic control devices. Houma TMC and New Orleans TMC will provide traveler information and monitor incident status.	LADOTD	Infrastructure monitoring	Existing
Arterial Management for Houma-Thibodaux ITS Architecture	Arterial streets will be managed by LADOTD, Terrebonne Parish and the Lafourche Parish Government. This will include traffic analysis and maintenance of traffic control devices. Houma TMC and New Orleans TMC will provide traveler information and monitor incident status.	LADOTD	Motorist information system	Existing
Arterial Management for Houma-Thibodaux ITS Architecture	Arterial streets will be managed by LADOTD, Terrebonne Parish and the Lafourche Parish Government. This will include traffic analysis and maintenance of traffic control devices. Houma TMC and New Orleans TMC will provide traveler information and monitor incident status.	LADOTD	Traffic data collection	Existing
Arterial Management for Houma-Thibodaux ITS Architecture	Arterial streets will be managed by LADOTD, Terrebonne Parish and the Lafourche Parish Government. This will include traffic analysis and maintenance of traffic control devices. Houma TMC and New Orleans TMC will provide traveler information and monitor incident status.	Lafourche Parish Government	incident response	Existing
Arterial Management for Houma-Thibodaux ITS Architecture	Arterial streets will be managed by LADOTD, Terrebonne Parish and the Lafourche Parish Government. This will include traffic analysis and maintenance of traffic control devices. Houma TMC and New Orleans TMC will provide traveler information and monitor incident status.	Lafourche Parish Government	incident management coordination	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Arterial Management for Houma-Thibodaux ITS Architecture	Arterial streets will be managed by LADOTD, Terrebonne Parish and the Lafourche Parish Government. This will include traffic analysis and maintenance of traffic control devices. Houma TMC and New Orleans TMC will provide traveler information and monitor incident status.	Local Public Safety Agencies	incident response	Existing
Arterial Management for Houma-Thibodaux ITS Architecture	Arterial streets will be managed by LADOTD, Terrebonne Parish and the Lafourche Parish Government. This will include traffic analysis and maintenance of traffic control devices. Houma TMC and New Orleans TMC will provide traveler information and monitor incident status.	Local Public Safety Agencies	incident management resource coordination	Existing
Arterial Management for Houma-Thibodaux ITS Architecture	Arterial streets will be managed by LADOTD, Terrebonne Parish and the Lafourche Parish Government. This will include traffic analysis and maintenance of traffic control devices. Houma TMC and New Orleans TMC will provide traveler information and monitor incident status.	Louisiana State Police (Troop C)	incident response	Existing
Arterial Management for Houma-Thibodaux ITS Architecture	Arterial streets will be managed by LADOTD, Terrebonne Parish and the Lafourche Parish Government. This will include traffic analysis and maintenance of traffic control devices. Houma TMC and New Orleans TMC will provide traveler information and monitor incident status.	Louisiana State Police (Troop C)	special event management	Existing
Arterial Management for Houma-Thibodaux ITS Architecture	Arterial streets will be managed by LADOTD, Terrebonne Parish and the Lafourche Parish Government. This will include traffic analysis and maintenance of traffic control devices. Houma TMC and New Orleans TMC will provide traveler information and monitor incident status.	Louisiana State Police (Troop C)	incident management coordination	Existing
Arterial Management for Houma-Thibodaux ITS Architecture	Arterial streets will be managed by LADOTD, Terrebonne Parish and the Lafourche Parish Government. This will include traffic analysis and maintenance of traffic control devices. Houma TMC and New Orleans TMC will provide traveler information and monitor incident status.	Media	Motorist information	Existing
Arterial Management for Houma-Thibodaux ITS Architecture	Arterial streets will be managed by LADOTD, Terrebonne Parish and the Lafourche Parish Government. This will include traffic analysis and maintenance of traffic control devices. Houma TMC and New Orleans TMC will provide traveler information and monitor incident status.	South Central Planning and Development Commission, MPO	Traffic data collection	Existing
Arterial Management for Houma-Thibodaux ITS Architecture	Arterial streets will be managed by LADOTD, Terrebonne Parish and the Lafourche Parish Government. This will include traffic analysis and maintenance of traffic control devices. Houma TMC and New Orleans TMC will provide traveler information and monitor incident status.	South Central Planning and Development Commission, MPO	Transportation planning	Existing
Arterial Management for Houma-Thibodaux ITS Architecture	Arterial streets will be managed by LADOTD, Terrebonne Parish and the Lafourche Parish Government. This will include traffic analysis and maintenance of traffic control devices. Houma TMC and New Orleans TMC will provide traveler information and monitor incident status.	Terrebonne Parish Consolidated Government	incident response	Existing
Arterial Management for Houma-Thibodaux ITS Architecture	Arterial streets will be managed by LADOTD, Terrebonne Parish and the Lafourche Parish Government. This will include traffic analysis and maintenance of traffic control devices. Houma TMC and New Orleans TMC will provide traveler information and monitor incident status.	Terrebonne Parish Consolidated Government	incident resource coordination	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Acadian Ambulance	provide emergency medical services	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Acadian Ambulance	emergency response support and coordination	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	City of Thibodaux	Incident response	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	City of Thibodaux	Incident management	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	GOHSEP	Emergency management	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	GOHSEP	Resource coordination	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Greater Lafourche Port Commission	emergency management support	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Greater Lafourche Port Commission	emergency resource coordination	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Houma Terrebonne Airport	emergency management support	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	LADOTD	Event monitoring	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	LADOTD	Infrastructure monitoring	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	LADOTD	Traffic control	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	LADOTD	Traffic operations	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Lafourche Parish Communications District	emergency response support	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Lafourche Parish Communications District	emergency response coordination	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Lafourche Parish Communications District	emergency information dissemination	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Leonard J Chabert Medical Center	Medical response	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Local Fire Department	emergency response	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Local Fire Department	emergency resource coordination	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Local Public Safety Agencies	emergency response	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Local Public Safety Agencies	emergency resource coordination	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Local Public Safety Agencies	emergency management support	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Louisiana State Police (Troop C)	Emergency response	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Media	emergency information dissemination	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Parish Government	emergency response planning	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Parish Government	emergency response resource allocation	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Parish Government	emergency response coordination	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Parish School Board	emergency response coordination	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Parish School Board	emergency information dissemination	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Terrebonne General Medical Center	emergency response	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Terrebonne General Medical Center	emergency response coordination	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Terrebonne Parish Communications District	emergency response support	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Terrebonne Parish Communications District	emergency resource coordination	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Terrebonne Parish Communications District	emergency management support	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Thibodaux Regional Medical Center	emergency response	Existing
Emergency Management for Houma-Thibodaux ITS Architecture	Lafourche and Terrebonne Parishes are prone to hurricane and associated flooding. They will coordinates with local, regional and state emergency management agencies and local public safety agencies to manage all emergencies. The transportation infrastructure especially the highway system is a key asset that will be is used for evacuation if needed. EMC will coordinates with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. LADOTD will provide real-time information on traffic and roadway conditions to help assess the evacuation strategy. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Thibodaux Regional Medical Center	emergency response coordination	Existing
Incident Management for Houma-Thibodaux ITS Architecture	Incident management encompasses a set of actions that includes incident detection and verification, incident response and incident clearance to restore roadway to normal operational conditions.	Acadian Ambulance	incident response	Existing
Incident Management for Houma-Thibodaux ITS Architecture	Incident management encompasses a set of actions that includes incident detection and verification, incident response and incident clearance to restore roadway to normal operational conditions.	City of Thibodaux	Incident management	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Incident Management for Houma-Thibodaux ITS Architecture	Incident management encompasses a set of actions that includes incident detection and verification, incident response and incident clearance to restore roadway to normal operational conditions.	City of Thibodaux	Incident response	Existing
Incident Management for Houma-Thibodaux ITS Architecture	Incident management encompasses a set of actions that includes incident detection and verification, incident response and incident clearance to restore roadway to normal operational conditions.	City of Thibodaux	Traffic control	Existing
Incident Management for Houma-Thibodaux ITS Architecture	Incident management encompasses a set of actions that includes incident detection and verification, incident response and incident clearance to restore roadway to normal operational conditions.	LADOTD	Event monitoring	Existing
Incident Management for Houma-Thibodaux ITS Architecture	Incident management encompasses a set of actions that includes incident detection and verification, incident response and incident clearance to restore roadway to normal operational conditions.	LADOTD	Infrastructure monitoring	Existing
Incident Management for Houma-Thibodaux ITS Architecture	Incident management encompasses a set of actions that includes incident detection and verification, incident response and incident clearance to restore roadway to normal operational conditions.	LADOTD	Motorist information systems	Existing
Incident Management for Houma-Thibodaux ITS Architecture	Incident management encompasses a set of actions that includes incident detection and verification, incident response and incident clearance to restore roadway to normal operational conditions.	LADOTD	Traffic control	Existing
Incident Management for Houma-Thibodaux ITS Architecture	Incident management encompasses a set of actions that includes incident detection and verification, incident response and incident clearance to restore roadway to normal operational conditions.	LADOTD	Traffic data collection	Existing
Incident Management for Houma-Thibodaux ITS Architecture	Incident management encompasses a set of actions that includes incident detection and verification, incident response and incident clearance to restore roadway to normal operational conditions.	LADOTD	Traffic operations	Existing
Incident Management for Houma-Thibodaux ITS Architecture	Incident management encompasses a set of actions that includes incident detection and verification, incident response and incident clearance to restore roadway to normal operational conditions.	Leonard J Chabert Medical Center	Medical response	Existing
Incident Management for Houma-Thibodaux ITS Architecture	Incident management encompasses a set of actions that includes incident detection and verification, incident response and incident clearance to restore roadway to normal operational conditions.	Local Fire Department	incident response	Existing
Incident Management for Houma-Thibodaux ITS Architecture	Incident management encompasses a set of actions that includes incident detection and verification, incident response and incident clearance to restore roadway to normal operational conditions.	Local Fire Department	incident resource coordination	Existing
Incident Management for Houma-Thibodaux ITS Architecture	Incident management encompasses a set of actions that includes incident detection and verification, incident response and incident clearance to restore roadway to normal operational conditions.	Local Public Safety Agencies	incident response	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Incident Management for Houma-Thibodaux ITS Architecture	Incident management encompasses a set of actions that includes incident detection and verification, incident response and incident clearance to restore roadway to normal operational conditions.	Local Public Safety Agencies	incident management resource coordination	Existing
Incident Management for Houma-Thibodaux ITS Architecture	Incident management encompasses a set of actions that includes incident detection and verification, incident response and incident clearance to restore roadway to normal operational conditions.	Louisiana State Police (Troop C)	Emergency response	Existing
Incident Management for Houma-Thibodaux ITS Architecture	Incident management encompasses a set of actions that includes incident detection and verification, incident response and incident clearance to restore roadway to normal operational conditions.	Louisiana State Police (Troop C)	Incident response	Existing
Incident Management for Houma-Thibodaux ITS Architecture	Incident management encompasses a set of actions that includes incident detection and verification, incident response and incident clearance to restore roadway to normal operational conditions.	Louisiana State Police (Troop C)	Traffic control	Existing
Incident Management for Houma-Thibodaux ITS Architecture	Incident management encompasses a set of actions that includes incident detection and verification, incident response and incident clearance to restore roadway to normal operational conditions.	Media	Motorist information	Existing
Incident Management for Houma-Thibodaux ITS Architecture	Incident management encompasses a set of actions that includes incident detection and verification, incident response and incident clearance to restore roadway to normal operational conditions.	Public	End user of traveler information	Existing
Incident Management for Houma-Thibodaux ITS Architecture	Incident management encompasses a set of actions that includes incident detection and verification, incident response and incident clearance to restore roadway to normal operational conditions.	South Central Planning and Development Commission, MPO	Transportation planning	Existing
Incident Management for Houma-Thibodaux ITS Architecture	Incident management encompasses a set of actions that includes incident detection and verification, incident response and incident clearance to restore roadway to normal operational conditions.	Terrebonne General Medical Center	Medical response	Existing
Maintenance and Construction for Houma-Thibodaux ITS Architecture	The Maintenance and Construction System coordinates infrastructure preservation activities and also provides information to users to minimize the negative impacts of construction. Travelers are provided information such as lane closures, workzone areas, incidents within workzones, etc. LADOTD is responsible for maintenance and construction on state route and local agencies are responsible for their public roads.	City of Thibodaux	Surface street maintenance and construction	Existing
Maintenance and Construction for Houma-Thibodaux ITS Architecture	The Maintenance and Construction System coordinates infrastructure preservation activities and also provides information to users to minimize the negative impacts of construction. Travelers are provided information such as lane closures, workzone areas, incidents within workzones, etc. LADOTD is responsible for maintenance and construction on state route and local agencies are responsible for their public roads.	LADOTD	Infrastructure monitoring	Existing
Maintenance and Construction for Houma-Thibodaux ITS Architecture	The Maintenance and Construction System coordinates infrastructure preservation activities and also provides information to users to minimize the negative impacts of construction. Travelers are provided information such as lane closures, workzone areas, incidents within workzones, etc. LADOTD is responsible for maintenance and construction on state route and local agencies are responsible for their public roads.	LADOTD	ITS Field Equipment maintenance and construction	Existing



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Maintenance and Construction for Houma-Thibodaux ITS Architecture	The Maintenance and Construction System coordinates infrastructure preservation activities and also provides information to users to minimize the negative impacts of construction. Travelers are provided information such as lane closures, workzone areas, incidents within workzones, etc. LADOTD is responsible for maintenance and construction on state route and local agencies are responsible for their public roads.	LADOTD	ITS Software and hardware maintenance	Existing
Maintenance and Construction for Houma-Thibodaux ITS Architecture	The Maintenance and Construction System coordinates infrastructure preservation activities and also provides information to users to minimize the negative impacts of construction. Travelers are provided information such as lane closures, workzone areas, incidents within workzones, etc. LADOTD is responsible for maintenance and construction on state route and local agencies are responsible for their public roads.	LADOTD	Roadway maintenance and construction	Existing
Maintenance and Construction for Houma-Thibodaux ITS Architecture	The Maintenance and Construction System coordinates infrastructure preservation activities and also provides information to users to minimize the negative impacts of construction. Travelers are provided information such as lane closures, workzone areas, incidents within workzones, etc. LADOTD is responsible for maintenance and construction on state route and local agencies are responsible for their public roads.	LADOTD	Traffic signal system maintenance and construction	Existing
Maintenance and Construction for Houma-Thibodaux ITS Architecture	The Maintenance and Construction System coordinates infrastructure preservation activities and also provides information to users to minimize the negative impacts of construction. Travelers are provided information such as lane closures, workzone areas, incidents within workzones, etc. LADOTD is responsible for maintenance and construction on state route and local agencies are responsible for their public roads.	South Central Planning and Development Commission, MPO	Archive data management	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Acadian Ambulance	provide emergency medical services	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Acadian Ambulance	emergency response support and coordination	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Houma Terrebonne Airport	emergency management support	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	L.E. Fletcher Technical College	emergency response support	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	LADOTD	Event monitoring	Existing



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Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	LADOTD	Infrastructure monitoring	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	LADOTD	Traffic control	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	LADOTD	Traffic operations	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	LADOTD	Motorist information system	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	LADOTD	Traffic data collection	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Lafourche Parish Government	incident response	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Lafourche Parish Government	incident management coordination	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Leonard J Chabert Medical Center	Medical response	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Local Fire Department	incident response	Existing



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Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Local Fire Department	incident resource coordination	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Local Public Safety Agencies	emergency response	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Local Public Safety Agencies	emergency resource coordination	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Local Public Safety Agencies	emergency management support	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Louisiana State Police (Troop C)	roadway management	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Louisiana State Police (Troop C)	special event management	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Media	Motorist information	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Parish Government	transportation analytics and reports	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Public	End user of traveler information	Existing



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Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Terrebonne General Medical Center	emergency response	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Terrebonne General Medical Center	emergency response coordination	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Terrebonne Parish Communications District	emergency response coordination	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Terrebonne Parish Communications District	emergency resource coordination	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Terrebonne Parish Communications District	emergency management support	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Terrebonne Parish Consolidated Government	incident response	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Terrebonne Parish Consolidated Government	incident resource coordination	Existing
Surface Street Management for Houma-Thibodaux Regional Architecture	The Surface Street Management involves traffic monitoring, incident detection and verification, traveler information and incident clearance. Use of advanced traffic controllers enhances efficiency of the surface streets through signal optimization. Surface Street Management falls under the purview of LADOTD for state road and under local jurisdiction for local roads.	Terrebonne Parish School Board	emergency response	Existing
Sustainable Travel for Houma-Thibodaux Regional Architecture	This area addresses the operation of transportation system to minimize the environmental impact. It promotes a transportation system that balances accessibility, mobility, protection of human safety and environment. It covers all aspects of transportation system from optimizing traffic signals, monitoring vehicle emissions and managing vehicle electric charging stations.	Electric Charging Station Providers	maintain and operate electric charging stations in region	Planned



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Sustainable Travel for Houma-Thibodaux Regional Architecture	This area addresses the operation of transportation system to minimize the environmental impact. It promotes a transportation system that balances accessibility, mobility, protection of human safety and environment. It covers all aspects of transportation system from optimizing traffic signals, monitoring vehicle emissions and managing vehicle electric charging stations.	LADOTD	Event monitoring	Existing
Sustainable Travel for Houma-Thibodaux Regional Architecture	This area addresses the operation of transportation system to minimize the environmental impact. It promotes a transportation system that balances accessibility, mobility, protection of human safety and environment. It covers all aspects of transportation system from optimizing traffic signals, monitoring vehicle emissions and managing vehicle electric charging stations.	LADOTD	Infrastructure monitoring	Existing
Sustainable Travel for Houma-Thibodaux Regional Architecture	This area addresses the operation of transportation system to minimize the environmental impact. It promotes a transportation system that balances accessibility, mobility, protection of human safety and environment. It covers all aspects of transportation system from optimizing traffic signals, monitoring vehicle emissions and managing vehicle electric charging stations.	LADOTD	Traffic control	Existing
Sustainable Travel for Houma-Thibodaux Regional Architecture	This area addresses the operation of transportation system to minimize the environmental impact. It promotes a transportation system that balances accessibility, mobility, protection of human safety and environment. It covers all aspects of transportation system from optimizing traffic signals, monitoring vehicle emissions and managing vehicle electric charging stations.	LADOTD	Traffic operations	Existing
Sustainable Travel for Houma-Thibodaux Regional Architecture	This area addresses the operation of transportation system to minimize the environmental impact. It promotes a transportation system that balances accessibility, mobility, protection of human safety and environment. It covers all aspects of transportation system from optimizing traffic signals, monitoring vehicle emissions and managing vehicle electric charging stations.	LADOTD	Traffic data collection	Existing
Sustainable Travel for Houma-Thibodaux Regional Architecture	This area addresses the operation of transportation system to minimize the environmental impact. It promotes a transportation system that balances accessibility, mobility, protection of human safety and environment. It covers all aspects of transportation system from optimizing traffic signals, monitoring vehicle emissions and managing vehicle electric charging stations.	LADOTD	Motorist information systems	Existing
Sustainable Travel for Houma-Thibodaux Regional Architecture	This area addresses the operation of transportation system to minimize the environmental impact. It promotes a transportation system that balances accessibility, mobility, protection of human safety and environment. It covers all aspects of transportation system from optimizing traffic signals, monitoring vehicle emissions and managing vehicle electric charging stations.	Lafourche Parish Government	incident response	Existing
Sustainable Travel for Houma-Thibodaux Regional Architecture	This area addresses the operation of transportation system to minimize the environmental impact. It promotes a transportation system that balances accessibility, mobility, protection of human safety and environment. It covers all aspects of transportation system from optimizing traffic signals, monitoring vehicle emissions and managing vehicle electric charging stations.	Lafourche Parish Government	incident management coordination	Existing
Sustainable Travel for Houma-Thibodaux Regional Architecture	This area addresses the operation of transportation system to minimize the environmental impact. It promotes a transportation system that balances accessibility, mobility, protection of human safety and environment. It covers all aspects of transportation system from optimizing traffic signals, monitoring vehicle emissions and managing vehicle electric charging stations.	Media	Motorist information	Existing
Sustainable Travel for Houma-Thibodaux Regional Architecture	This area addresses the operation of transportation system to minimize the environmental impact. It promotes a transportation system that balances accessibility, mobility, protection of human safety and environment. It covers all aspects of transportation system from optimizing traffic signals, monitoring vehicle emissions and managing vehicle electric charging stations.	Terrebonne Parish Consolidated Government	incident response	Existing
Sustainable Travel for Houma-Thibodaux Regional Architecture	This area addresses the operation of transportation system to minimize the environmental impact. It promotes a transportation system that balances accessibility, mobility, protection of human safety and environment. It covers all aspects of transportation system from optimizing traffic signals, monitoring vehicle emissions and managing vehicle electric charging stations.	Terrebonne Parish Consolidated Government	incident resource coordination	Existing
Transit Management	Transit management is focused on enhancing transit user experience by deploying technologies that the transit agency and rider can use to access transit rider information, request services, perform electronic transactions and reservations. For the transit provider these technologies include computer aided dispatch, real -time transit vehicle tracking for expected arrival times and	LADOTD	planning for transit and financing	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
	schedule adherence, electronic fare collection etc. There are other ITS technologies that can be implemented to support transit such as transit signal preemption.			
Transit Management	Transit management is focused on enhancing transit user experience by deploying technologies that the transit agency and rider can use to access transit rider information, request services, perform electronic transactions and reservations. For the transit provider these technologies include computer aided dispatch, real -time transit vehicle tracking for expected arrival times and schedule adherence, electronic fare collection etc. There are other ITS technologies that can be implemented to support transit such as transit signal preemption.	Local Public Safety Agencies	transit security and emergency response	Existing
Transit Management	Transit management is focused on enhancing transit user experience by deploying technologies that the transit agency and rider can use to access transit rider information, request services, perform electronic transactions and reservations. For the transit provider these technologies include computer aided dispatch, real -time transit vehicle tracking for expected arrival times and schedule adherence, electronic fare collection etc. There are other ITS technologies that can be implemented to support transit such as transit signal preemption.	Media	transit traveler information	Existing
Transit Management	Transit management is focused on enhancing transit user experience by deploying technologies that the transit agency and rider can use to access transit rider information, request services, perform electronic transactions and reservations. For the transit provider these technologies include computer aided dispatch, real -time transit vehicle tracking for expected arrival times and schedule adherence, electronic fare collection etc. There are other ITS technologies that can be implemented to support transit such as transit signal preemption.	Public	receive and use transit information for travel decision making	Existing
Transit Management	Transit management is focused on enhancing transit user experience by deploying technologies that the transit agency and rider can use to access transit rider information, request services, perform electronic transactions and reservations. For the transit provider these technologies include computer aided dispatch, real -time transit vehicle tracking for expected arrival times and schedule adherence, electronic fare collection etc. There are other ITS technologies that can be implemented to support transit such as transit signal preemption.	South Central Planning and Development Commission, MPO	planning for transit needs	Existing
Transit Management	Transit management is focused on enhancing transit user experience by deploying technologies that the transit agency and rider can use to access transit rider information, request services, perform electronic transactions and reservations. For the transit provider these technologies include computer aided dispatch, real -time transit vehicle tracking for expected arrival times and schedule adherence, electronic fare collection etc. There are other ITS technologies that can be implemented to support transit such as transit signal preemption.	Terrebonne Parish Consolidated Government	planning, operations and management of transit system	Existing
Transit Management	Transit management is focused on enhancing transit user experience by deploying technologies that the transit agency and rider can use to access transit rider information, request services, perform electronic transactions and reservations. For the transit provider these technologies include computer aided dispatch, real -time transit vehicle tracking for expected arrival times and schedule adherence, electronic fare collection etc. There are other ITS technologies that can be implemented to support transit such as transit signal preemption.	Terrebonne Parish Consolidated Government	coordination of emergency evacuation with Good Earth Transit	Existing
Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	Acadian Ambulance	provide emergency medical services	Existing
Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	Acadian Ambulance	emergency response support and coordination	Existing



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Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	Houma Terrebonne Airport	emergency management support	Existing
Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	L.E. Fletcher Technical College	emergency response support	Existing
Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	LADOTD	planning for transit and financing	Existing
Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	Lafourche Parish Government	incident response	Existing
Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	Lafourche Parish Government	incident management coordination	Existing
Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	Leonard J Chabert Medical Center	Medical response	Existing
Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	Leonard J Chabert Medical Center	emergency response	Existing
Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	Local Fire Department	emergency response	Existing
Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	Local Fire Department	incident response	Existing
Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	Local Public Safety Agencies	transit security and emergency response	Existing



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Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	Louisiana State Police (Troop C)	special event management	Existing
Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	Louisiana State Police (Troop C)	incident management coordination	Existing
Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	Media	Motorist information	Existing
Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	Parish Government	transportation analytics and reports	Existing
Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	Parish Government	emergency response coordination	Existing
Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	Public	receive and use transit information for travel decision making	Existing
Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	Terrebonne General Medical Center	emergency coordination	Existing
Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	Terrebonne General Medical Center	emergency response coordination	Existing
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Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	Terrebonne Parish Communications District	emergency management support	Existing
Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	Terrebonne Parish Consolidated Government	planning, operations and management of transit system	Existing
Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	Terrebonne Parish Consolidated Government	coordination of emergency evacuation with Good Earth Transit	Existing
Transit Services for Houma-Thibodaux Regional Architecture	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and transfer coordination. Advanced Public Transportation System applications enable real-time tracking of transit vehicles and improve arrival time reporting and real-time information to travelers. It also helps to manage and maintain transit fleet cost effectively.	Terrebonne Parish School Board	emergency response	Existing
Traveler Information for Houma-Thibodaux ITS Architecture	Traveler information represents the functions that collects, processes and disseminates transportation information to the traveling public. The Local Houma TMC provides traveler information. The TMC reports congestion, incidents or any events that disrupt the normal flow of traffic and cause significant delays to the traveling public. The media and other information service providers broadcast transportation system information based on information provided by LADOTD. LADOTD provides hubs for access to real-time information including CCTV cameras for live streaming in broadcasts. The 511 information system is an integral part of traveler information that provides traveler information that can be accessed via voice calls, mobile app, or web interface. LADOTD also has social media platforms for traveler information.	LADOTD	Motorist information systems	Existing
Traveler Information for Houma-Thibodaux ITS Architecture	Traveler information represents the functions that collects, processes and disseminates transportation information to the traveling public. The Local Houma TMC provides traveler information. The TMC reports congestion, incidents or any events that disrupt the normal flow of traffic and cause significant delays to the traveling public. The media and other information service providers broadcast transportation system information based on information provided by LADOTD. LADOTD provides hubs for access to real-time information including CCTV cameras for live streaming in broadcasts. The 511 information system is an integral part of traveler information that provides traveler information that can be accessed via voice calls, mobile app, or web interface. LADOTD also has social media platforms for traveler information.	Media	Motorist information	Existing
Traveler Information for Houma-Thibodaux ITS Architecture	Traveler information represents the functions that collects, processes and disseminates transportation information to the traveling public. The Local Houma TMC provides traveler information. The TMC reports congestion, incidents or any events that disrupt the normal flow of traffic and cause significant delays to the traveling public. The media and other information service providers broadcast transportation system information based on information provided by LADOTD. LADOTD provides hubs for access to real-time information including CCTV cameras for live streaming in broadcasts. The 511 information system is an integral part of traveler information	Public	End user of traveler information	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
	that provides traveler information that can be accessed via voice calls, mobile app, or web interface. LADOTD also has social media platforms for traveler information.			
Weather for Houma-Thibodaux Regional Architecture	The Houma area is prone to extreme weather such as hurricanes that can disrupt normal socio-economic activities and mandate emergency evacuation of residents to safety further up north. The stakeholders will be responsible for weather data collection, processing and distribution of information on impacts to the roadway network.	Houma Terrebonne Airport	collect and share weather data	Existing
Weather for Houma-Thibodaux Regional Architecture	The Houma area is prone to extreme weather such as hurricanes that can disrupt normal socio-economic activities and mandate emergency evacuation of residents to safety further up north. The stakeholders will be responsible for weather data collection, processing and distribution of information on impacts to the roadway network.	LADOTD	collect weather data	Existing
Weather for Houma-Thibodaux Regional Architecture	The Houma area is prone to extreme weather such as hurricanes that can disrupt normal socio-economic activities and mandate emergency evacuation of residents to safety further up north. The stakeholders will be responsible for weather data collection, processing and distribution of information on impacts to the roadway network.	LADOTD	analyze impacts of weather systems on transportation system	Existing
Weather for Houma-Thibodaux Regional Architecture	The Houma area is prone to extreme weather such as hurricanes that can disrupt normal socio-economic activities and mandate emergency evacuation of residents to safety further up north. The stakeholders will be responsible for weather data collection, processing and distribution of information on impacts to the roadway network.	LADOTD	monitor roadways for real time impacts of weather	Existing
Weather for Houma-Thibodaux Regional Architecture	The Houma area is prone to extreme weather such as hurricanes that can disrupt normal socio-economic activities and mandate emergency evacuation of residents to safety further up north. The stakeholders will be responsible for weather data collection, processing and distribution of information on impacts to the roadway network.	Lafourche Parish Communications District	disseminate information about weather impacts on the public	Existing
Weather for Houma-Thibodaux Regional Architecture	The Houma area is prone to extreme weather such as hurricanes that can disrupt normal socio-economic activities and mandate emergency evacuation of residents to safety further up north. The stakeholders will be responsible for weather data collection, processing and distribution of information on impacts to the roadway network.	Lafourche Parish Communications District	weather information gathering and sharing	Existing
Weather for Houma-Thibodaux Regional Architecture	The Houma area is prone to extreme weather such as hurricanes that can disrupt normal socio-economic activities and mandate emergency evacuation of residents to safety further up north. The stakeholders will be responsible for weather data collection, processing and distribution of information on impacts to the roadway network.	Lafourche Parish Government	weather information aggregation and dissemination	Existing
Weather for Houma-Thibodaux Regional Architecture	The Houma area is prone to extreme weather such as hurricanes that can disrupt normal socio-economic activities and mandate emergency evacuation of residents to safety further up north. The stakeholders will be responsible for weather data collection, processing and distribution of information on impacts to the roadway network.	Local Public Safety Agencies	provide support for management of impacts of weather on roadway system	Existing
Weather for Houma-Thibodaux Regional Architecture	The Houma area is prone to extreme weather such as hurricanes that can disrupt normal socio-economic activities and mandate emergency evacuation of residents to safety further up north. The stakeholders will be responsible for weather data collection, processing and distribution of information on impacts to the roadway network.	Media	disseminate weather information and impacts on transportation network	Existing
Weather for Houma-Thibodaux Regional Architecture	The Houma area is prone to extreme weather such as hurricanes that can disrupt normal socio-economic activities and mandate emergency evacuation of residents to safety further up north. The stakeholders will be responsible for weather data collection, processing and distribution of information on impacts to the roadway network.	Terrebonne Parish Communications District	weather information gathering and sharing	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Weather for Houma-Thibodaux Regional Architecture	The Houma area is prone to extreme weather such as hurricanes that can disrupt normal socio-economic activities and mandate emergency evacuation of residents to safety further up north. The stakeholders will be responsible for weather data collection, processing and distribution of information on impacts to the roadway network.	Terrebonne Parish Communications District	disseminate information about weather impacts on the public	Existing
Weather for Houma-Thibodaux Regional Architecture	The Houma area is prone to extreme weather such as hurricanes that can disrupt normal socio-economic activities and mandate emergency evacuation of residents to safety further up north. The stakeholders will be responsible for weather data collection, processing and distribution of information on impacts to the roadway network.	Terrebonne Parish Consolidated Government	weather information gathering and sharing	Existing
Weather for Houma-Thibodaux Regional Architecture	The Houma area is prone to extreme weather such as hurricanes that can disrupt normal socio-economic activities and mandate emergency evacuation of residents to safety further up north. The stakeholders will be responsible for weather data collection, processing and distribution of information on impacts to the roadway network.	Terrebonne Parish Consolidated Government	disseminate weather information to public	Existing



Appendix H – Functional Requirements



Element Name	Functional Object	Functional Object Description	Requirement	Status
Acadian Ambulance Dispatch	Emergency Call-Taking	Emergency Call-Taking' supports the emergency call-taker, collecting available information about the caller and the reported emergency, and forwarding this information to other objects that formulate and manage the emergency response. It receives 9-1-1, 7-digit local access, and motorist call-box calls and interfaces to other agencies to assist in the verification and assessment of the emergency and to forward the emergency information to the appropriate response agency.	The emergency call-taking center shall update the incident information log once the emergency system operator has verified the incident.	Existing
Acadian Ambulance Dispatch	Emergency Call-Taking	Emergency Call-Taking' supports the emergency call-taker, collecting available information about the caller and the reported emergency, and forwarding this information to other objects that formulate and manage the emergency response. It receives 9-1-1, 7-digit local access, and motorist call-box calls and interfaces to other agencies to assist in the verification and assessment of the emergency and to forward the emergency information to the appropriate response agency.	The emergency call-taking center shall support the interface to the Emergency Telecommunications System (e.g. 911 or 7-digit call routing) to receive emergency notification information and provide it to the emergency system operator.	Existing
Acadian Ambulance Dispatch	Emergency Call-Taking	Emergency Call-Taking' supports the emergency call-taker, collecting available information about the caller and the reported emergency, and forwarding this information to other objects that formulate and manage the emergency response. It receives 9-1-1, 7-digit local access, and motorist call-box calls and interfaces to other agencies to assist in the verification and assessment of the emergency and to forward the emergency information to the appropriate response agency.	The emergency call-taking center shall receive emergency notification information from public transit systems and present the possible incident information to the emergency system operator.	Existing
Acadian Ambulance Dispatch	Emergency Call-Taking	Emergency Call-Taking' supports the emergency call-taker, collecting available information about the caller and the reported emergency, and forwarding this information to other objects that formulate and manage the emergency response. It receives 9-1-1, 7-digit local access, and motorist call-box calls and interfaces to other agencies to assist in the verification and assessment of the emergency and to forward the emergency information to the appropriate response agency.	The emergency call-taking center shall receive emergency call information from other emergency management centers, e.g. mayday service providers, and present the possible incident information to the emergency system operator.	Existing
Acadian Ambulance Dispatch	Emergency Call-Taking	Emergency Call-Taking' supports the emergency call-taker, collecting available information about the caller and the reported emergency, and forwarding this information to other objects that formulate and manage the emergency response. It receives 9-1-1, 7-digit local access, and motorist call-box calls and interfaces to other agencies to assist in the verification and assessment of the emergency and to forward the emergency information to the appropriate response agency.	The emergency call-taking center shall receive emergency call information from 911 services and present the possible incident information to the emergency system operator.	Existing
Acadian Ambulance Dispatch	Emergency Call-Taking	Emergency Call-Taking' supports the emergency call-taker, collecting available information about the caller and the reported emergency, and forwarding this information to other objects that formulate and manage the emergency response. It receives 9-1-1, 7-digit local access, and motorist call-box calls and interfaces to other agencies to assist in the verification and assessment of the emergency and to forward the emergency information to the appropriate response agency.	The emergency call-taking center shall forward the verified emergency information to the responding agency based on the location and nature of the emergency.	Existing
Acadian Ambulance Dispatch	Emergency Call-Taking	Emergency Call-Taking' supports the emergency call-taker, collecting available information about the caller and the reported emergency, and forwarding this information to other objects that formulate and manage the emergency response. It receives 9-1-1, 7-digit local access, and motorist call-box calls and interfaces to other agencies to assist in the verification and assessment of the emergency and to forward the emergency information to the appropriate response agency.	The emergency call-taking center shall receive emergency notification information from other public safety agencies and present the possible incident information to the emergency system operator.	Existing
Acadian Ambulance Dispatch	Emergency Call-Taking	Emergency Call-Taking' supports the emergency call-taker, collecting available information about the caller and the reported emergency, and forwarding this information to other objects that formulate and manage the emergency response. It receives 9-1-1, 7-digit local access, and motorist call-box calls and interfaces to other agencies to assist in the verification and assessment of the emergency and to forward the emergency information to the appropriate response agency.	The emergency call-taking center shall send a request for remote control of Closed-circuit Television (CCTV) systems from a traffic management center in order to verify the reported incident.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
Acadian Ambulance Dispatch	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall coordinate response to incidents with other Emergency Management centers to ensure appropriate resources are dispatched and utilized.	Existing
Acadian Ambulance Dispatch	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall receive traffic images to support dispatch of emergency vehicles.	Planned
Acadian Ambulance Dispatch	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall relay location and incident details to the responding vehicles.	Existing
Acadian Ambulance Dispatch	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall dispatch emergency vehicles to respond to verified emergencies under center personnel control.	Existing
Acadian Ambulance Dispatch	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall store and maintain the emergency service responses in an action log.	Existing
Acadian Ambulance Dispatch	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall track the location and status of emergency vehicles responding to an emergency based on information from the emergency vehicle.	Existing
Acadian Ambulance Dispatch	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall provide the capability to request remote control of traffic surveillance devices.	Planned
Acadian Ambulance Dispatch	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall store the current status of all emergency vehicles available for dispatch and those that have been dispatched.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
Acadian Ambulance Dispatch	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall provide an interface to the emergency system operator to enter evacuation plans and procedures and present the operator with other agencies' plans.	Existing
Acadian Ambulance Dispatch	Emergency Routing	Emergency Routing' supports routing of emergency vehicles and enlists support from the Traffic Management Center to facilitate travel along these routes. Routes may be determined based on real-time traffic information and road conditions or routes may be provided by the Traffic Management Center on request. Vehicles are tracked and routes are based on current vehicle location. It may coordinate with the Traffic Management Center to provide preemption or otherwise adapt the traffic control strategy along the selected route.	The center shall receive status information from care facilities to determine the appropriate facility and its location.	Existing
Acadian Ambulance Dispatch	Emergency Routing	Emergency Routing' supports routing of emergency vehicles and enlists support from the Traffic Management Center to facilitate travel along these routes. Routes may be determined based on real-time traffic information and road conditions or routes may be provided by the Traffic Management Center on request. Vehicles are tracked and routes are based on current vehicle location. It may coordinate with the Traffic Management Center to provide preemption or otherwise adapt the traffic control strategy along the selected route.	The center shall receive asset restriction information to support the dispatching of appropriate emergency resources.	Existing
Acadian Ambulance Dispatch	Emergency Routing	Emergency Routing' supports routing of emergency vehicles and enlists support from the Traffic Management Center to facilitate travel along these routes. Routes may be determined based on real-time traffic information and road conditions or routes may be provided by the Traffic Management Center on request. Vehicles are tracked and routes are based on current vehicle location. It may coordinate with the Traffic Management Center to provide preemption or otherwise adapt the traffic control strategy along the selected route.	The center shall track current emergency vehicle location and status along with other emergency vehicle characteristics.	Existing
Acadian Ambulance Dispatch	Emergency Routing	Emergency Routing' supports routing of emergency vehicles and enlists support from the Traffic Management Center to facilitate travel along these routes. Routes may be determined based on real-time traffic information and road conditions or routes may be provided by the Traffic Management Center on request. Vehicles are tracked and routes are based on current vehicle location. It may coordinate with the Traffic Management Center to provide preemption or otherwise adapt the traffic control strategy along the selected route.	The center shall provide the capability to request special traffic control measures, such as signal preemption, from the traffic management center to facilitate emergency vehicle progress along the suggested route.	Existing
Acadian Ambulance Dispatch	Emergency Routing	Emergency Routing' supports routing of emergency vehicles and enlists support from the Traffic Management Center to facilitate travel along these routes. Routes may be determined based on real-time traffic information and road conditions or routes may be provided by the Traffic Management Center on request. Vehicles are tracked and routes are based on current vehicle location. It may coordinate with the Traffic Management	The center shall calculate emergency vehicle routes, under center personnel control, based on the collected traffic and road conditions information.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
		Center to provide preemption or otherwise adapt the traffic control strategy along the selected route.		
Airport	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall relay location and incident details to the responding vehicles.	Existing
Airport	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall dispatch emergency vehicles to respond to verified emergencies under center personnel control.	Existing
Airport	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall store and maintain the emergency service responses in an action log.	Existing
Airport	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall track the location and status of emergency vehicles responding to an emergency based on information from the emergency vehicle.	Existing
Airport	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall store the current status of all emergency vehicles available for dispatch and those that have been dispatched.	Existing
Airport	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall provide evacuation information to traffic, transit, maintenance and construction, rail operations, and other emergency management centers as needed.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
Airport	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall develop and exchange evacuation plans with allied agencies prior to the occurrence of a disaster.	Existing
Airport	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall monitor the progress or status of the evacuation once it begins and exchange tactical plans, prepared during the incident, with allied agencies.	Existing
DOTD Houma TMC	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall provide tactical decision support, resource coordination, and communications integration for first responders to support local management of an incident.	Existing
DOTD Houma TMC	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status,	The center shall track and maintain resource information and action plans pertaining to the incident command.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.		
DOTD Houma TMC	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall assess the status of responding emergency vehicles as part of an incident command.	Existing
DOTD Houma TMC	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall provide incident command communications with public safety, emergency management, transportation, and other allied response agency centers.	Existing
DOTD Houma TMC	TMC Evacuation Support	TMC Evacuation Support' supports development, coordination, and execution of special traffic management strategies during evacuation and subsequent reentry of a population in the vicinity of a disaster or major emergency. A traffic management strategy is developed based on anticipated demand, the capacity of the road network including access to and from the evacuation routes, and existing and forecast conditions. The strategy supports efficient evacuation and also protects and optimizes movement of response vehicles and other resources that are responding to the emergency.	The center shall coordinate evacuation information and controls with other traffic management centers.	Existing
DOTD Houma TMC	TMC Evacuation Support	TMC Evacuation Support' supports development, coordination, and execution of special traffic management strategies during evacuation and subsequent reentry of a population in the vicinity of a disaster or major emergency. A traffic management strategy is developed based on anticipated demand, the capacity of the road network including access to and from the evacuation routes, and existing and forecast conditions. The strategy supports efficient evacuation and also protects and optimizes movement of response vehicles and other resources that are responding to the emergency.	The center shall coordinate execution of evacuation strategies with emergency management centers - including activities such as setting closures and detours, establishing routes, updating areas to be evacuated, timing the process, etc.	Existing
DOTD Houma TMC	TMC Evacuation Support	TMC Evacuation Support' supports development, coordination, and execution of special traffic management strategies during evacuation and subsequent reentry of a population in the vicinity of a disaster or major emergency. A traffic management strategy is developed based on anticipated demand, the capacity of the road network including access to and from the evacuation routes, and existing and forecast conditions. The strategy supports efficient evacuation and also protects and optimizes movement of response vehicles and other resources that are responding to the emergency.	The center shall coordinate planning for evacuation with emergency management centers - including pre-planning activities such as establishing routes, areas to be evacuated, timing, etc.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Houma TMC	TMC Evacuation Support	TMC Evacuation Support' supports development, coordination, and execution of special traffic management strategies during evacuation and subsequent reentry of a population in the vicinity of a disaster or major emergency. A traffic management strategy is developed based on anticipated demand, the capacity of the road network including access to and from the evacuation routes, and existing and forecast conditions. The strategy supports efficient evacuation and also protects and optimizes movement of response vehicles and other resources that are responding to the emergency.	The center shall support requests from emergency management centers to preempt the current traffic control strategy, activate traffic control and closure systems such as gates and barriers, activate safeguard systems, or use driver information systems to support evacuation traffic control plans.	Existing
DOTD Houma TMC	TMC Incident Detection	TMC Incident Detection' identifies and reports incidents to Traffic Operations Personnel. It remotely monitors and controls traffic sensor and surveillance systems that support incident detection and verification. It analyzes and reduces the collected sensor and surveillance data, external alerting and advisory and incident reporting systems, anticipated demand information from intermodal freight depots, border crossings, special event information, and identifies and reports incidents and hazardous conditions	The center shall collect and store traffic flow and image data from the field equipment to detect and verify incidents.	Existing
DOTD Houma TMC	TMC Incident Detection	TMC Incident Detection' identifies and reports incidents to Traffic Operations Personnel. It remotely monitors and controls traffic sensor and surveillance systems that support incident detection and verification. It analyzes and reduces the collected sensor and surveillance data, external alerting and advisory and incident reporting systems, anticipated demand information from intermodal freight depots, border crossings, special event information, and identifies and reports incidents and hazardous conditions	The center shall provide video and traffic sensor control commands to the field equipment to detect and verify incidents.	Existing
DOTD Houma TMC	TMC Incident Detection	TMC Incident Detection' identifies and reports incidents to Traffic Operations Personnel. It remotely monitors and controls traffic sensor and surveillance systems that support incident detection and verification. It analyzes and reduces the collected sensor and surveillance data, external alerting and advisory and incident reporting systems, anticipated demand information from intermodal freight depots, border crossings, special event information, and identifies and reports incidents and hazardous conditions	The center shall provide road network conditions and traffic images to emergency management centers to support the detection, verification, and classification of incidents.	Existing
DOTD Houma TMC	TMC Incident Detection	TMC Incident Detection' identifies and reports incidents to Traffic Operations Personnel. It remotely monitors and controls traffic sensor and surveillance systems that support incident detection and verification. It analyzes and reduces the collected sensor and surveillance data, external alerting and advisory and incident reporting systems, anticipated demand information from intermodal freight depots, border crossings, special event information, and identifies and reports incidents and hazardous conditions	The center shall receive inputs concerning upcoming events that would effect the traffic network from event promoters and traveler information service providers.	Existing
DOTD Houma TMC	TMC Incident Detection	TMC Incident Detection' identifies and reports incidents to Traffic Operations Personnel. It remotely monitors and controls traffic sensor and surveillance systems that support incident detection and verification. It analyzes and reduces the collected sensor and surveillance data, external alerting and advisory and incident reporting systems, anticipated demand information from intermodal freight depots, border crossings, special event information, and identifies and reports incidents and hazardous conditions	The center shall receive inputs from the Alerting and Advisory System concerning the possibility or occurrence of severe weather, terrorist activity, or other major emergency, including information provided by the Emergency Alert System.	Existing
DOTD Houma TMC	TMC Incident Detection	TMC Incident Detection' identifies and reports incidents to Traffic Operations Personnel. It remotely monitors and controls traffic sensor and surveillance systems that support incident detection and verification. It analyzes and reduces the collected sensor and surveillance data, external alerting and advisory and incident reporting systems, anticipated demand information from intermodal freight depots, border crossings, special event information, and identifies and reports incidents and hazardous conditions	The center shall exchange incident and threat information with emergency management centers as well as maintenance and construction centers; including notification of existence of incident and expected severity, location, time and nature of incident.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Houma TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall coordinate information and controls with other traffic management centers.	Existing
DOTD Houma TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall provide road network conditions and traffic images to emergency management centers, maintenance and construction centers, and traveler information service providers.	Existing
DOTD Houma TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall receive inputs concerning upcoming events that would effect the traffic network from event promoters, traveler information service providers, media, border crossings, and rail operations centers.	Existing
DOTD Houma TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall share resources with allied agency centers to implement special traffic control measures, assist in clean up, verify an incident, etc. This may also involve coordination with maintenance centers.	Existing
DOTD Houma TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall exchange incident information with emergency management centers, maintenance and construction centers, transit centers, information service providers, and the media including description, location, traffic impact, status, expected duration, and response information.	Existing
DOTD Houma TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall support requests from emergency management centers to remotely control sensor and surveillance equipment located in the field, provide special routing for emergency vehicles, and to provide responding emergency vehicles with signal preemption.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Houma TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall coordinate planning for incidents with emergency management centers - including pre-planning activities for disaster response, evacuation, and recovery operations.	Existing
DOTD Houma TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall exchange alert information and status with emergency management centers. The information includes notification of a major emergency such as a natural or man-made disaster, civil emergency, or child abduction for distribution to the public. The information may include the alert originator, the nature of the emergency, the geographic area affected by the emergency, the effective time period, and information and instructions necessary for the public to respond to the alert. This may also identify specific information that should not be released to the public.	Existing
DOTD Houma TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall monitor incident response performance and calculate incident response and clearance times.	Existing
DOTD Houma TMC	TMC Regional Traffic Management	TMC Regional Traffic Management' supports coordination between Traffic Management Centers in order to share traffic information between centers as well as control of traffic management field equipment. This coordination supports wide area optimization and regional coordination that spans jurisdictional boundaries; for example, coordinated signal control in a metropolitan area or coordination between freeway operations and arterial signal control within a corridor.	The center shall exchange traffic information with other traffic management centers including incident information, congestion data, traffic data, signal timing plans, and real-time signal control information.	Existing
DOTD Houma TMC	TMC Regional Traffic Management	TMC Regional Traffic Management' supports coordination between Traffic Management Centers in order to share traffic information between centers as well as control of traffic management field equipment. This coordination supports wide area optimization and regional coordination that spans jurisdictional boundaries; for example, coordinated signal control in a metropolitan area or coordination between freeway operations and arterial signal control within a corridor.	The center shall exchange traffic control information with other traffic management centers to support remote monitoring and control of traffic management devices (e.g. signs, sensors, signals, cameras, etc.).	Existing
DOTD Houma TMC	TMC Signal Control	TMC Signal Control' provides the capability for traffic managers to monitor and manage the traffic flow at signalized intersections. This capability includes analyzing and reducing the collected data from traffic surveillance equipment and developing and implementing control plans for signalized intersections. Control plans may be developed and implemented that coordinate signals at many intersections under the domain of a single Traffic Management Center and are responsive to traffic conditions and adapt to support incidents, preemption and priority requests, pedestrian crossing calls, etc.	The center shall manage (define, store and modify) control plans to coordinate signalized intersections, to be engaged at the direction of center personnel or according to a daily schedule.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Houma TMC	TMC Signal Control	TMC Signal Control' provides the capability for traffic managers to monitor and manage the traffic flow at signalized intersections. This capability includes analyzing and reducing the collected data from traffic surveillance equipment and developing and implementing control plans for signalized intersections. Control plans may be developed and implemented that coordinate signals at many intersections under the domain of a single Traffic Management Center and are responsive to traffic conditions and adapt to support incidents, preemption and priority requests, pedestrian crossing calls, etc.	The center shall remotely control traffic signal controllers.	Existing
DOTD Houma TMC	TMC Signal Control	TMC Signal Control' provides the capability for traffic managers to monitor and manage the traffic flow at signalized intersections. This capability includes analyzing and reducing the collected data from traffic surveillance equipment and developing and implementing control plans for signalized intersections. Control plans may be developed and implemented that coordinate signals at many intersections under the domain of a single Traffic Management Center and are responsive to traffic conditions and adapt to support incidents, preemption and priority requests, pedestrian crossing calls, etc.	The center shall collect traffic signal controller fault data from the field.	Existing
DOTD Houma TMC	TMC Signal Control	TMC Signal Control' provides the capability for traffic managers to monitor and manage the traffic flow at signalized intersections. This capability includes analyzing and reducing the collected data from traffic surveillance equipment and developing and implementing control plans for signalized intersections. Control plans may be developed and implemented that coordinate signals at many intersections under the domain of a single Traffic Management Center and are responsive to traffic conditions and adapt to support incidents, preemption and priority requests, pedestrian crossing calls, etc.	The center shall collect traffic signal controller operational status and compare against the control information sent by the center.	Existing
DOTD Houma TMC	TMC Traffic Management Decision Support	TMC Traffic Management Decision Support' recommends courses of action to the traffic operator based on current and forecast road and traffic conditions. Traffic incidents, special events, maintenance activities and other events or conditions that impact capacity or demand are monitored. Historical data and models are used to compare the impact of potential courses of action and make recommendations to the operator. Decisions are supported through presentation of filtered and fused network-wide road and traffic conditions that identify network imbalances and recommended courses of action. The recommended actions may include predefined incident response plans, signal timing plan changes, DMS/HAR messages, truck restrictions, lane control strategies, metering strategies, and adjustment of variable speed limits. Multimodal strategies may also be recommended that include suggested transit strategies and suggested route and mode choices for travelers. Once a course of action is selected, traffic operations personnel implement these actions within the Traffic Management Center and coordinate the response with other centers in the region.	The recommended actions shall include predefined incident response plans, signal timing plan changes, DMS/HAR messages, lane control strategies and freeway control strategies including ramp metering, interchange metering, and mainline metering.	Existing
DOTD Houma TMC	TMC Traffic Management Decision Support	TMC Traffic Management Decision Support' recommends courses of action to the traffic operator based on current and forecast road and traffic conditions. Traffic incidents, special events, maintenance activities and other events or conditions that impact capacity or demand are monitored. Historical data and models are used to compare the impact of potential courses of action and make recommendations to the operator. Decisions are supported through presentation of filtered and fused network-wide road and traffic conditions that identify network imbalances and recommended courses of action. The recommended actions may include predefined incident response plans, signal timing plan changes, DMS/HAR messages, truck restrictions, lane control strategies, metering strategies, and adjustment of variable speed limits. Multimodal strategies may also be recommended that include suggested transit strategies and suggested route and mode choices for travelers. Once a course of action is selected,	The center shall provide an interface to center personnel to input control parameters for the decision support process and receive recommended actions and supporting information presentation.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		traffic operations personnel implement these actions within the Traffic Management Center and coordinate the response with other centers in the region.		
DOTD Houma TMC	TMC Traffic Management Decision Support	TMC Traffic Management Decision Support' recommends courses of action to the traffic operator based on current and forecast road and traffic conditions. Traffic incidents, special events, maintenance activities and other events or conditions that impact capacity or demand are monitored. Historical data and models are used to compare the impact of potential courses of action and make recommendations to the operator. Decisions are supported through presentation of filtered and fused network-wide road and traffic conditions that identify network imbalances and recommended courses of action. The recommended actions may include predefined incident response plans, signal timing plan changes, DMS/HAR messages, truck restrictions, lane control strategies, metering strategies, and adjustment of variable speed limits. Multimodal strategies may also be recommended that include suggested transit strategies and suggested route and mode choices for travelers. Once a course of action is selected, traffic operations personnel implement these actions within the Traffic Management Center and coordinate the response with other centers in the region.	The center shall identify network imbalances and potential courses of action.	Existing
DOTD ITS Field Equipment	Field System Executive	Field System Executive' includes the operating system kernel and executive functions that manage the overall device software configuration and operation and support configuration management, computer resource management, and govern software installation and upgrade.		
DOTD ITS Field Equipment	Field System Monitoring and Diagnostics	Field System Monitoring and Diagnostics' includes background self-tests, diagnostics, watchdog timers, and other hardware and software that monitors the operating condition of field equipment. The status of the equipment and diagnostic information is provided to local maintenance personnel and the operating center.		
DOTD ITS Field Equipment	Field Time Management	Field Time Management' provides foundational time keeping functionality that supports an accurate, synchronized time reference in ITS field equipment. It receives accurate time information from an external source and maintains a local time reference using an internal clock in between time synchronizations.		
DOTD ITS Field Equipment	Roadway Basic Surveillance	Roadway Basic Surveillance' monitors traffic conditions using fixed equipment such as loop detectors and CCTV cameras.	The field element shall collect, process, digitize, and send traffic sensor data (speed, volume, and occupancy) to the center for further analysis and storage, under center control.	Existing
DOTD ITS Field Equipment	Roadway Basic Surveillance	Roadway Basic Surveillance' monitors traffic conditions using fixed equipment such as loop detectors and CCTV cameras.	The field element shall return sensor and CCTV system operational status to the controlling center.	Existing
DOTD ITS Field Equipment	Roadway Basic Surveillance	Roadway Basic Surveillance' monitors traffic conditions using fixed equipment such as loop detectors and CCTV cameras.	The field element shall return sensor and CCTV system fault data to the controlling center for repair.	Existing
DOTD ITS Field Equipment	Roadway Basic Surveillance	Roadway Basic Surveillance' monitors traffic conditions using fixed equipment such as loop detectors and CCTV cameras.	The field element shall collect, process, and send traffic images to the center for further analysis and distribution.	Existing
DOTD ITS Field Equipment	Roadway Incident Detection	Roadway Incident Detection' provides incident detection using traffic detectors and surveillance equipment. It monitors for unusual traffic conditions that may indicate an incident or processes surveillance images, watching for potential incidents. It provides potential incident information as well as traffic flow and images to the center for processing and presentation to traffic operations personnel.	The field element shall collect, process, and send traffic images to the center for incident detection and further analysis.	Existing
DOTD ITS Field Equipment	Roadway Incident Detection	Roadway Incident Detection' provides incident detection using traffic detectors and surveillance equipment. It monitors for unusual traffic conditions that may indicate an incident or processes surveillance images, watching for potential incidents. It provides	The field element shall provide operational status and fault data for the incident	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		potential incident information as well as traffic flow and images to the center for processing and presentation to traffic operations personnel.	detection devices to the traffic management center.	
DOTD ITS Field Equipment	Roadway Incident Detection	Roadway Incident Detection' provides incident detection using traffic detectors and surveillance equipment. It monitors for unusual traffic conditions that may indicate an incident or processes surveillance images, watching for potential incidents. It provides potential incident information as well as traffic flow and images to the center for processing and presentation to traffic operations personnel.	The field element's video devices shall be remotely controlled by a traffic management center.	Existing
DOTD ITS Field Equipment	Roadway Traffic Information Dissemination	Roadway Traffic Information Dissemination' includes field elements that provide information to drivers, including dynamic message signs and highway advisory radios.	The field element shall include dynamic message signs for dissemination of traffic and other information to drivers, under center control; the DMS may be either those that display variable text messages, or those that have fixed format display(s) (e.g. vehicle restrictions, or lane open/close).	Existing
DOTD ITS Field Equipment	Roadway Traffic Information Dissemination	Roadway Traffic Information Dissemination' includes field elements that provide information to drivers, including dynamic message signs and highway advisory radios.	The field element shall provide fault data for the driver information systems equipment (DMS, HAR, etc.) to the center for repair.	Existing
DOTD ITS Field Equipment	Roadway Traffic Information Dissemination	Roadway Traffic Information Dissemination' includes field elements that provide information to drivers, including dynamic message signs and highway advisory radios.	The field element shall provide operational status for the driver information systems equipment (DMS, HAR, etc.) to the center.	Existing
DOTD ITS Field Equipment	Roadway Traffic Information Dissemination	Roadway Traffic Information Dissemination' includes field elements that provide information to drivers, including dynamic message signs and highway advisory radios.	The field element shall include driver information systems that communicate directly from a center to the vehicle radio (such as Highway Advisory Radios) for dissemination of traffic and other information to drivers, under center control.	Existing
DOTD ITS Field Equipment	Roadway Work Zone Traffic Control	Roadway Work Zone Traffic Control' controls traffic in areas of the roadway where maintenance and construction activities are underway, monitoring and controlling traffic using field equipment such as CCTV cameras, dynamic messages signs, and gates/barriers. Work zone speeds and delays are provided to the motorist prior to the work zones.	The field element shall provide operational status for the surveillance (e.g. CCTV), driver information systems, and gates/barriers in work zones to the maintenance center.	Existing
DOTD ITS Field Equipment	Roadway Work Zone Traffic Control	Roadway Work Zone Traffic Control' controls traffic in areas of the roadway where maintenance and construction activities are underway, monitoring and controlling traffic using field equipment such as CCTV cameras, dynamic messages signs, and gates/barriers. Work zone speeds and delays are provided to the motorist prior to the work zones.	Under traffic and maintenance center control, the field element shall include driver information systems (such as dynamic messages signs and highway advisory radios) that advise drivers of activity around the work zone through which they are currently passing.	Existing
DOTD ITS Field Equipment	Roadway Work Zone Traffic Control	Roadway Work Zone Traffic Control' controls traffic in areas of the roadway where maintenance and construction activities are underway, monitoring and controlling traffic using field equipment such as CCTV cameras, dynamic messages signs, and gates/barriers. Work zone speeds and delays are provided to the motorist prior to the work zones.	Under the control of field personnel within maintenance vehicles, the field element shall include driver information systems (such as dynamic messages signs and highway advisory radios) that advise drivers of activity around a work zone through which they are currently passing.	Existing
DOTD ITS Field Equipment	Roadway Work Zone Traffic Control	Roadway Work Zone Traffic Control' controls traffic in areas of the roadway where maintenance and construction activities are underway, monitoring and controlling traffic using field equipment such as CCTV cameras, dynamic messages signs, and	The field element shall collect, process, and send work zone images to the center for	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		gates/barriers. Work zone speeds and delays are provided to the motorist prior to the work zones.	further analysis and distribution, under center control.	
DOTD ITS Field Equipment	Roadway Work Zone Traffic Control	Roadway Work Zone Traffic Control' controls traffic in areas of the roadway where maintenance and construction activities are underway, monitoring and controlling traffic using field equipment such as CCTV cameras, dynamic messages signs, and gates/barriers. Work zone speeds and delays are provided to the motorist prior to the work zones.	The field element shall provide fault data for the surveillance (e.g. CCTV), driver information systems, and gates/barriers in work zones to the maintenance center for repair.	Existing
DOTD ITS Section	Center Field Equipment Management	Center Field Equipment Management' is the back office application that supports monitoring and maintenance of field equipment. It monitors the performance and configuration of the field equipment. This includes management of the infrastructure configuration as well as detection, isolation, and correction of field equipment problems. The application also includes monitoring of performance of the field equipment, including communications links.		
DOTD ITS Section	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall request traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes.	Existing
DOTD ITS Section	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall provide an interface to the emergency system operator to enter evacuation plans and procedures and present the operator with other agencies' plans.	Existing
DOTD ITS Section	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the	The center shall manage inter-agency coordination of evacuation operations, from initial planning through the evacuation process and reentry.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.		
DOTD ITS Section	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall share incident command information with other public safety agencies including resource deployment status, hazardous material information, rail incident information, evacuation advice as well as traffic, road, and weather conditions.	Existing
DOTD ITS Section	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall provide tactical decision support, resource coordination, and communications integration for first responders to support local management of an incident.	Existing
DOTD ITS Section	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall develop, coordinate with other agencies, and store emergency response plans.	Existing
DOTD ITS Section	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary	The center shall assimilate the damage assessment of the transit, traffic, rail,	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	maintenance, and other emergency center services and systems to create an overall transportation system status, and disseminate to each of these centers and the traveling public via traveler information providers.	
DOTD ITS Section	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide the capability to communicate information about emergency situations to local population through the Emergency Telecommunications System.	Existing
DOTD ITS Section	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall support remote control of field equipment normally under control of the traffic management center including traffic signals, dynamic message signs, gates, and barriers.	Existing
DOTD ITS Section	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic	The center shall provide the capability to remotely control and monitor CCTV systems normally operated by a traffic management center.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.		
DOTD ITS Section	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide the capability to implement response plans and track progress through the incident by exchanging incident information and response status with allied agencies.	Existing
DOTD ITS Section	ITS Management Support	ITS Management Support' provides management of the ITS Object. This includes management of regulatory information and policies, management of application processes, management of communication system configuration and update management, communications interfaces, protocol-specific techniques to ensure interoperability such as service advertisements, communications congestion management and interference management, local device states and communications information, billing management, fault management, service level and performance monitoring.		
DOTD ITS Section	ITS Security Support	ITS Security Support' provides communications and system security functions to the ITS Object, including privacy protection functions. It may include firewall, intrusion management, authentication, authorization, profile management, identity management, cryptographic key management. It may include a hardware security module and security management information base.		
DOTD ITS Section	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of ITS field equipment may be monitored including sensors (traffic, infrastructure, environmental, security, speed, etc.) and devices (highway advisory radio, dynamic message signs, automated roadway treatment systems, barrier and safeguard systems, cameras, traffic signals and override equipment, ramp meters, beacons, security surveillance equipment, etc.).	The center shall exchange data with maintenance centers concerning the reporting of faulty equipment and the schedule/status of their repair. Information exchanged includes details of new equipment faults, and clearances when the faults are cleared.	Existing
DOTD ITS Section	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of ITS field equipment may be monitored including sensors (traffic, infrastructure,	The center shall collect and store sensor (traffic, pedestrian, multimodal crossing) operational status.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		environmental, security, speed, etc.) and devices (highway advisory radio, dynamic message signs, automated roadway treatment systems, barrier and safeguard systems, cameras, traffic signals and override equipment, ramp meters, beacons, security surveillance equipment, etc.).		
DOTD ITS Section	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of ITS field equipment may be monitored including sensors (traffic, infrastructure, environmental, security, speed, etc.) and devices (highway advisory radio, dynamic message signs, automated roadway treatment systems, barrier and safeguard systems, cameras, traffic signals and override equipment, ramp meters, beacons, security surveillance equipment, etc.).	The center shall collect and store CCTV surveillance system (traffic, pedestrian) operational status.	Existing
DOTD ITS Section	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of ITS field equipment may be monitored including sensors (traffic, infrastructure, environmental, security, speed, etc.) and devices (highway advisory radio, dynamic message signs, automated roadway treatment systems, barrier and safeguard systems, cameras, traffic signals and override equipment, ramp meters, beacons, security surveillance equipment, etc.).	The center shall collect and store CCTV surveillance system (traffic, pedestrian) fault data send to the maintenance center for repair.	Existing
DOTD ITS Section	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of ITS field equipment may be monitored including sensors (traffic, infrastructure, environmental, security, speed, etc.) and devices (highway advisory radio, dynamic message signs, automated roadway treatment systems, barrier and safeguard systems, cameras, traffic signals and override equipment, ramp meters, beacons, security surveillance equipment, etc.).	The center shall collect and store sensor (traffic, pedestrian, multimodal crossing) fault data and send to the maintenance center for repair.	Existing
DOTD ITS Section	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of ITS field equipment may be monitored including sensors (traffic, infrastructure, environmental, security, speed, etc.) and devices (highway advisory radio, dynamic message signs, automated roadway treatment systems, barrier and safeguard systems, cameras, traffic signals and override equipment, ramp meters, beacons, security surveillance equipment, etc.).	The center shall collect environmental sensor equipment fault data and send to the maintenance center for repair.	Existing
DOTD ITS Section	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of ITS field equipment may be monitored including sensors (traffic, infrastructure, environmental, security, speed, etc.) and devices (highway advisory radio, dynamic message signs, automated roadway treatment systems, barrier and safeguard systems, cameras, traffic signals and override equipment, ramp meters, beacons, security surveillance equipment, etc.).	The center shall collect environmental sensor operational status.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD New Orleans TMC	Archive Data Repository	Archive Data Repository' collects data and data catalogs from one or more data sources and stores the data in a focused repository that is suited to a particular set of ITS data users. It includes capabilities for performing quality checks on the incoming data, error notification, and archive to archive coordination. It includes the capability to define a data registry that allows registration of data identifiers or data definitions for interoperable use throughout a region. It supports a broad range of implementations, ranging from simple data marts that collect a focused set of data and serve a particular user community to large-scale data warehouses that collect, integrate, and summarize transportation data from multiple sources and serve a broad array of users within a region. Repositories may be established to support operations planning, performance monitoring and management, and policy and investment decisions.		
DOTD New Orleans TMC	Archive Government Reporting	Archive Government Reporting' selects and formats data residing in an ITS archive to facilitate local, state, and federal government data reporting requirements. It provides transportation system statistics and performance measures in required formats to support investment and policy decisions.		
DOTD New Orleans TMC	Archive Situation Data Archival	Archive Situation Data Archival' collects and archives traffic, roadway, and environmental information for use in off-line planning, research, and analysis. It controls and collects information directly from equipment at the roadside, reflecting the deployment of traffic detectors that are used primarily for traffic monitoring and planning purposes, rather than for traffic management. It also collects situation data from connected vehicles. The data collected, quality checks performed, and aggregation strategies are defined to support transportation system performance monitoring and management.		
DOTD New Orleans TMC	Emergency Data Collection	Emergency Data Collection' collects and stores emergency information that is collected in the course of operations by the Emergency Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.		
DOTD New Orleans TMC	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.		
DOTD New Orleans TMC	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.		
DOTD New Orleans TMC	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic		



Element Name	Functional Object	Functional Object Description	Requirement	Status
		and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.		
DOTD New Orleans TMC	TMC Basic Surveillance	TMC Basic Surveillance' remotely monitors and controls traffic sensor systems and surveillance (e.g., CCTV) equipment, and collects, processes and stores the collected traffic data. Current traffic information and other real-time transportation information is also collected from other centers. The collected information is provided to traffic operations personnel and made available to other centers.		
DOTD New Orleans TMC	TMC Data Collection	TMC Data Collection' collects and stores information that is created in the course of traffic operations performed by the Traffic Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.		
DOTD New Orleans TMC	TMC Evacuation Support	TMC Evacuation Support' supports development, coordination, and execution of special traffic management strategies during evacuation and subsequent reentry of a population in the vicinity of a disaster or major emergency. A traffic management strategy is developed based on anticipated demand, the capacity of the road network including access to and from the evacuation routes, and existing and forecast conditions. The strategy supports efficient evacuation and also protects and optimizes movement of response vehicles and other resources that are responding to the emergency.		
DOTD New Orleans TMC	TMC Incident Detection	TMC Incident Detection' identifies and reports incidents to Traffic Operations Personnel. It remotely monitors and controls traffic sensor and surveillance systems that support incident detection and verification. It analyzes and reduces the collected sensor and surveillance data, external alerting and advisory and incident reporting systems, anticipated demand information from intermodal freight depots, border crossings, special event information, and identifies and reports incidents and hazardous conditions		
DOTD New Orleans TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.		
DOTD New Orleans TMC	TMC Regional Traffic Management	TMC Regional Traffic Management' supports coordination between Traffic Management Centers in order to share traffic information between centers as well as control of traffic management field equipment. This coordination supports wide area optimization and regional coordination that spans jurisdictional boundaries; for example, coordinated signal control in a metropolitan area or coordination between freeway operations and arterial signal control within a corridor.		
DOTD New Orleans TMC	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of		



Element Name	Functional Object	Functional Object Description	Requirement	Status
		ITS field equipment may be monitored including sensors (traffic, infrastructure, environmental, security, speed, etc.) and devices (highway advisory radio, dynamic message signs, automated roadway treatment systems, barrier and safeguard systems, cameras, traffic signals and override equipment, ramp meters, beacons, security surveillance equipment, etc.).		
DOTD New Orleans TMC	TMC Signal Control	TMC Signal Control' provides the capability for traffic managers to monitor and manage the traffic flow at signalized intersections. This capability includes analyzing and reducing the collected data from traffic surveillance equipment and developing and implementing control plans for signalized intersections. Control plans may be developed and implemented that coordinate signals at many intersections under the domain of a single Traffic Management Center and are responsive to traffic conditions and adapt to support incidents, preemption and priority requests, pedestrian crossing calls, etc.		
DOTD New Orleans TMC	TMC Traffic Information Dissemination	TMC Traffic Information Dissemination' disseminates traffic and road conditions, closure and detour information, incident information, driver advisories, and other traffic-related data to other centers, the media, and driver information systems. It monitors and controls driver information system field equipment including dynamic message signs and highway advisory radio, managing dissemination of driver information through these systems.		
DOTD New Orleans TMC	TMC Traffic Network Performance Evaluation	TMC Traffic Network Performance Evaluation' measures traffic network performance and predicts travel demand patterns to support traffic flow optimization, demand management, and incident management. It collects traffic data from sensors and surveillance equipment as well as input from other Traffic Management Centers, emissions management, transit operations, and event promoters and uses this information to measure traffic network performance. It collects route planning information from transportation information centers and integrates and uses this information to predict future traffic conditions. The planned control strategies can be passed back to the transportation information center so that the intended strategies can be reflected in future route planning.		
DOTD New Orleans TMC	TMC Work Zone Traffic Management	TMC Work Zone Traffic Management' coordinates work plans with maintenance systems so that work zones are established that have minimum traffic impact. Traffic control strategies are implemented to further mitigate traffic impacts associated with work zones that are established, providing work zone information to driver information systems such as dynamic message signs.		
DOTD Sub District 02 Traffic Operations	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall manage inter-agency coordination of evacuation operations, from initial planning through the evacuation process and reentry.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Sub District 02 Traffic Operations	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall provide evacuation information to traffic, transit, maintenance and construction, rail operations, and other emergency management centers as needed.	Existing
DOTD Sub District 02 Traffic Operations	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall monitor the progress of the reentry process.	Existing
DOTD Sub District 02 Traffic Operations	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall monitor the progress or status of the evacuation once it begins and exchange tactical plans, prepared during the incident, with allied agencies.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Sub District 02 Traffic Operations	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall provide an interface to the emergency system operator to enter evacuation plans and procedures and present the operator with other agencies' plans.	Existing
DOTD Sub District 02 Traffic Operations	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall develop and exchange evacuation plans with allied agencies prior to the occurrence of a disaster.	Existing
DOTD Sub District 02 Traffic Operations	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall request traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Sub District 02 Traffic Operations	MCM Field Equipment Maintenance	MCM Field Equipment Maintenance' provides overall management and support for maintenance of field equipment on a roadway system, right-of-way, parking area, transit stop, or other areas where field equipment exists. Services include repair and maintenance of ITS field equipment in these areas (e.g., detectors and other sensors, cameras, dynamic message signs, electronic toll collection equipment, electronic clearance equipment, weigh-in-motion sensors, etc.).		
DOTD Sub District 02 Traffic Operations	MCM Roadway Maintenance	MCM Roadway Maintenance' provides overall management and support for routine maintenance on a roadway system or right-of-way. Services managed include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of non-ITS equipment on the roadway (e.g., signs, gantries, cabinets, guard rails, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling routine maintenance activities. See also MCM Field Equipment Maintenance for maintenance of ITS field equipment.	The center shall dispatch and route maintenance and construction vehicle drivers and support them with route-specific environmental, incident, advisory, threat, alert, and traffic congestion information.	Existing
DOTD Sub District 02 Traffic Operations	MCM Roadway Maintenance	MCM Roadway Maintenance' provides overall management and support for routine maintenance on a roadway system or right-of-way. Services managed include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of non-ITS equipment on the roadway (e.g., signs, gantries, cabinets, guard rails, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling routine maintenance activities. See also MCM Field Equipment Maintenance for maintenance of ITS field equipment.	The center shall exchange information with administrative systems to support the planning and scheduling of maintenance activities. This information includes: equipment and consumables resupply purchase request status, personnel qualifications including training and special certifications, environmental regulations and rules that may impact maintenance activities, and requests and project requirements from contract administration.	Existing
DOTD Sub District 02 Traffic Operations	MCM Roadway Maintenance	MCM Roadway Maintenance' provides overall management and support for routine maintenance on a roadway system or right-of-way. Services managed include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of non-ITS equipment on the roadway (e.g., signs, gantries, cabinets, guard rails, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling routine maintenance activities. See also MCM Field Equipment Maintenance for maintenance of ITS field equipment.	The center shall provide emergency management and traffic management centers with information about scheduled maintenance and construction work activities including anticipated closures and impact to the roadway, alternate routes, anticipated delays, closure times, and durations.	Existing
DOTD Sub District 02 Traffic Operations	MCM Roadway Maintenance	MCM Roadway Maintenance' provides overall management and support for routine maintenance on a roadway system or right-of-way. Services managed include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of non-ITS equipment on the roadway (e.g., signs, gantries, cabinets, guard rails, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling routine maintenance activities. See also MCM Field Equipment Maintenance for maintenance of ITS field equipment.	The center shall collect the status and fault data from roadside equipment, such as traffic, infrastructure, and environmental sensors, highway advisory radio and dynamic message signs, automated roadway treatment systems, barrier and safeguard systems, cameras, traffic signals and override equipment, ramp meters, short range communications equipment, security sensors and surveillance equipment, etc., and provide a cohesive view of equipment repair needs.	Existing
DOTD Sub District 02 Traffic Operations	MCM Roadway Maintenance	MCM Roadway Maintenance' provides overall management and support for routine maintenance on a roadway system or right-of-way. Services managed include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of non-ITS equipment on the roadway (e.g., signs, gantries, cabinets, guard rails, etc.). Environmental conditions information is also received from various weather sources to	The center shall respond to requests from emergency management and traffic management centers for hazard removal, field equipment repair, and other roadway maintenance.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		aid in scheduling routine maintenance activities. See also MCM Field Equipment Maintenance for maintenance of ITS field equipment.		
DOTD Sub District 02 Traffic Operations	MCM Roadway Maintenance	MCM Roadway Maintenance' provides overall management and support for routine maintenance on a roadway system or right-of-way. Services managed include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of non-ITS equipment on the roadway (e.g., signs, gantries, cabinets, guard rails, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling routine maintenance activities. See also MCM Field Equipment Maintenance for maintenance of ITS field equipment.	The center shall maintain an interface with asset management systems to track the inventory, restrictions, repair needs and status updates of transportation assets (pavement, bridges, signs, etc.) including location, installation and materials information, vendor/contractor, current maintenance status, standard height, width, and weight restrictions.	Existing
DOTD Sub District 02 Traffic Operations	MCM Roadway Maintenance	MCM Roadway Maintenance' provides overall management and support for routine maintenance on a roadway system or right-of-way. Services managed include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of non-ITS equipment on the roadway (e.g., signs, gantries, cabinets, guard rails, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling routine maintenance activities. See also MCM Field Equipment Maintenance for maintenance of ITS field equipment.	The center shall collect current and forecast traffic and weather information from traffic management centers and weather service providers (such as the National Weather Service and value-added sector specific meteorological services).	Existing
DOTD Sub District 02 Traffic Operations	MCM Work Zone Management	MCM Work Zone Management' remotely monitors and supports work zone activities, controlling traffic through dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers, and informing other groups of activity (e.g., traveler information, traffic management, other maintenance and construction centers) for better coordination management. Work zone speeds, and delays, and closures are provided to the motorist prior to the work zones. This application provides control of field equipment in all maintenance areas, including fixed and portable field equipment supporting both stationary and mobile work zones.	The center shall collect real-time information on the state of the road network including current traffic and road conditions to support work zone scheduling and management.	Existing
DOTD Sub District 02 Traffic Operations	MCM Work Zone Management	MCM Work Zone Management' remotely monitors and supports work zone activities, controlling traffic through dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers, and informing other groups of activity (e.g., traveler information, traffic management, other maintenance and construction centers) for better coordination management. Work zone speeds, and delays, and closures are provided to the motorist prior to the work zones. This application provides control of field equipment in all maintenance areas, including fixed and portable field equipment supporting both stationary and mobile work zones.	The center shall disseminate work zone information to other agencies and centers including traffic, transit, emergency management centers, other maintenance centers, traveler information centers, and the media.	Existing
DOTD Sub District 02 Traffic Operations	MCM Work Zone Management	MCM Work Zone Management' remotely monitors and supports work zone activities, controlling traffic through dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers, and informing other groups of activity (e.g., traveler information, traffic management, other maintenance and construction centers) for better coordination management. Work zone speeds, and delays, and closures are provided to the motorist prior to the work zones. This application provides control of field equipment in all maintenance areas, including fixed and portable field equipment supporting both stationary and mobile work zones.	The center shall exchange information with administrative systems to support the planning and scheduling of work zone activities. This information includes: equipment and consumables resupply purchase request status, personnel qualifications including training and special certifications, environmental regulations and rules that may impact maintenance activities, and requests and project requirements from contract administration.	Existing
DOTD Sub District 02 Traffic Operations	MCM Work Zone Management	MCM Work Zone Management' remotely monitors and supports work zone activities, controlling traffic through dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers, and informing other groups of activity (e.g., traveler information, traffic management, other maintenance and construction centers) for	The center shall control the collection of work zone status information including video images from cameras located in or near the work zone.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		better coordination management. Work zone speeds, and delays, and closures are provided to the motorist prior to the work zones. This application provides control of field equipment in all maintenance areas, including fixed and portable field equipment supporting both stationary and mobile work zones.		
DOTD Sub District 02 Traffic Operations	MCM Work Zone Management	MCM Work Zone Management' remotely monitors and supports work zone activities, controlling traffic through dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers, and informing other groups of activity (e.g., traveler information, traffic management, other maintenance and construction centers) for better coordination management. Work zone speeds, and delays, and closures are provided to the motorist prior to the work zones. This application provides control of field equipment in all maintenance areas, including fixed and portable field equipment supporting both stationary and mobile work zones.	The center shall generate new work zone activity schedules for use by maintenance and construction vehicles, maintenance and construction operators, and for information coordination purposes.	Existing
DOTD Sub District 02 Traffic Operations	MCM Work Zone Management	MCM Work Zone Management' remotely monitors and supports work zone activities, controlling traffic through dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers, and informing other groups of activity (e.g., traveler information, traffic management, other maintenance and construction centers) for better coordination management. Work zone speeds, and delays, and closures are provided to the motorist prior to the work zones. This application provides control of field equipment in all maintenance areas, including fixed and portable field equipment supporting both stationary and mobile work zones.	The center shall control traffic in work zones by providing remote control of dynamic message signs, highway advisory radio systems, gates, and barriers located in or near the work zone.	Existing
DOTD Sub District 02 Traffic Operations	TMC Basic Surveillance	TMC Basic Surveillance' remotely monitors and controls traffic sensor systems and surveillance (e.g., CCTV) equipment, and collects, processes and stores the collected traffic data. Current traffic information and other real-time transportation information is also collected from other centers. The collected information is provided to traffic operations personnel and made available to other centers.	The center shall monitor, analyze, and store traffic sensor data (speed, volume, occupancy) collected from field elements under remote control of the center.	Existing
DOTD Sub District 02 Traffic Operations	TMC Basic Surveillance	TMC Basic Surveillance' remotely monitors and controls traffic sensor systems and surveillance (e.g., CCTV) equipment, and collects, processes and stores the collected traffic data. Current traffic information and other real-time transportation information is also collected from other centers. The collected information is provided to traffic operations personnel and made available to other centers.	The center shall distribute road network conditions data (raw or processed) based on collected and analyzed traffic sensor and surveillance data to other centers.	Existing
DOTD Sub District 02 Traffic Operations	TMC Data Collection	TMC Data Collection' collects and stores information that is created in the course of traffic operations performed by the Traffic Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.		
DOTD Sub District 02 Traffic Operations	TMC Evacuation Support	TMC Evacuation Support' supports development, coordination, and execution of special traffic management strategies during evacuation and subsequent reentry of a population in the vicinity of a disaster or major emergency. A traffic management strategy is developed based on anticipated demand, the capacity of the road network including access to and from the evacuation routes, and existing and forecast conditions. The strategy supports efficient evacuation and also protects and optimizes movement of response vehicles and other resources that are responding to the emergency.	The center shall support requests from emergency management centers to preempt the current traffic control strategy, activate traffic control and closure systems such as gates and barriers, activate safeguard systems, or use driver information systems to support evacuation traffic control plans.	Existing
DOTD Sub District 02 Traffic Operations	TMC Evacuation Support	TMC Evacuation Support' supports development, coordination, and execution of special traffic management strategies during evacuation and subsequent reentry of a population in the vicinity of a disaster or major emergency. A traffic management strategy is developed based on anticipated demand, the capacity of the road network including access to and from the evacuation routes, and existing and forecast conditions. The strategy supports efficient evacuation and also protects and optimizes movement of response vehicles and other resources that are responding to the emergency.	The center shall coordinate planning for evacuation with emergency management centers - including pre-planning activities such as establishing routes, areas to be evacuated, timing, etc.	Existing



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DOTD Sub District 02 Traffic Operations	TMC Evacuation Support	TMC Evacuation Support' supports development, coordination, and execution of special traffic management strategies during evacuation and subsequent reentry of a population in the vicinity of a disaster or major emergency. A traffic management strategy is developed based on anticipated demand, the capacity of the road network including access to and from the evacuation routes, and existing and forecast conditions. The strategy supports efficient evacuation and also protects and optimizes movement of response vehicles and other resources that are responding to the emergency.	The center shall coordinate evacuation information and controls with other traffic management centers.	Existing
DOTD Sub District 02 Traffic Operations	TMC Evacuation Support	TMC Evacuation Support' supports development, coordination, and execution of special traffic management strategies during evacuation and subsequent reentry of a population in the vicinity of a disaster or major emergency. A traffic management strategy is developed based on anticipated demand, the capacity of the road network including access to and from the evacuation routes, and existing and forecast conditions. The strategy supports efficient evacuation and also protects and optimizes movement of response vehicles and other resources that are responding to the emergency.	The center shall coordinate execution of evacuation strategies with emergency management centers - including activities such as setting closures and detours, establishing routes, updating areas to be evacuated, timing the process, etc.	Existing
DOTD Sub District 02 Traffic Operations	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of ITS field equipment may be monitored including sensors (traffic, infrastructure, environmental, security, speed, etc.) and devices (highway advisory radio, dynamic message signs, automated roadway treatment systems, barrier and safeguard systems, cameras, traffic signals and override equipment, ramp meters, beacons, security surveillance equipment, etc.).	The center shall exchange data with maintenance centers concerning the reporting of faulty equipment and the schedule/status of their repair. Information exchanged includes details of new equipment faults, and clearances when the faults are cleared.	Existing
DOTD Sub District 02 Traffic Operations	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of ITS field equipment may be monitored including sensors (traffic, infrastructure, environmental, security, speed, etc.) and devices (highway advisory radio, dynamic message signs, automated roadway treatment systems, barrier and safeguard systems, cameras, traffic signals and override equipment, ramp meters, beacons, security surveillance equipment, etc.).	The center shall collect and store sensor (traffic, pedestrian, multimodal crossing) operational status.	Existing
DOTD Sub District 02 Traffic Operations	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of ITS field equipment may be monitored including sensors (traffic, infrastructure, environmental, security, speed, etc.) and devices (highway advisory radio, dynamic message signs, automated roadway treatment systems, barrier and safeguard systems, cameras, traffic signals and override equipment, ramp meters, beacons, security surveillance equipment, etc.).	The center shall collect and store CCTV surveillance system (traffic, pedestrian) operational status.	Existing
DOTD Sub District 02 Traffic Operations	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of ITS field equipment may be monitored including sensors (traffic, infrastructure, environmental, security, speed, etc.) and devices (highway advisory radio, dynamic message signs, automated roadway treatment systems, barrier and safeguard systems, cameras, traffic signals and override equipment, ramp meters, beacons, security surveillance equipment, etc.).	The center shall collect and store sensor (traffic, pedestrian, multimodal crossing) fault data and send to the maintenance center for repair.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		cameras, traffic signals and override equipment, ramp meters, beacons, security surveillance equipment, etc.).		
DOTD Sub District 02 Traffic Operations	TMC Signal Control	TMC Signal Control' provides the capability for traffic managers to monitor and manage the traffic flow at signalized intersections. This capability includes analyzing and reducing the collected data from traffic surveillance equipment and developing and implementing control plans for signalized intersections. Control plans may be developed and implemented that coordinate signals at many intersections under the domain of a single Traffic Management Center and are responsive to traffic conditions and adapt to support incidents, preemption and priority requests, pedestrian crossing calls, etc.	The center shall manage boundaries of the control sections used within the signal system.	Existing
DOTD Sub District 02 Traffic Operations	TMC Signal Control	TMC Signal Control' provides the capability for traffic managers to monitor and manage the traffic flow at signalized intersections. This capability includes analyzing and reducing the collected data from traffic surveillance equipment and developing and implementing control plans for signalized intersections. Control plans may be developed and implemented that coordinate signals at many intersections under the domain of a single Traffic Management Center and are responsive to traffic conditions and adapt to support incidents, preemption and priority requests, pedestrian crossing calls, etc.	The center shall implement control plans to coordinate signalized intersections based on data from sensors.	Existing
DOTD Sub District 02 Traffic Operations	TMC Work Zone Traffic Management	TMC Work Zone Traffic Management' coordinates work plans with maintenance systems so that work zones are established that have minimum traffic impact. Traffic control strategies are implemented to further mitigate traffic impacts associated with work zones that are established, providing work zone information to driver information systems such as dynamic message signs.	The center shall receive work zone images from a maintenance center.	Planned
DOTD Sub District 02 Traffic Operations	TMC Work Zone Traffic Management	TMC Work Zone Traffic Management' coordinates work plans with maintenance systems so that work zones are established that have minimum traffic impact. Traffic control strategies are implemented to further mitigate traffic impacts associated with work zones that are established, providing work zone information to driver information systems such as dynamic message signs.	The center shall remotely control driver information systems (such as dynamic messages signs, highway advisory radios) to advise drivers of activity around a work zone.	Existing
DOTD Sub District 02 Traffic Operations	TMC Work Zone Traffic Management	TMC Work Zone Traffic Management' coordinates work plans with maintenance systems so that work zones are established that have minimum traffic impact. Traffic control strategies are implemented to further mitigate traffic impacts associated with work zones that are established, providing work zone information to driver information systems such as dynamic message signs.	The center shall collect operational status for the driver information systems equipment in work zones.	Existing
DOTD Sub District 02 Traffic Operations	TMC Work Zone Traffic Management	TMC Work Zone Traffic Management' coordinates work plans with maintenance systems so that work zones are established that have minimum traffic impact. Traffic control strategies are implemented to further mitigate traffic impacts associated with work zones that are established, providing work zone information to driver information systems such as dynamic message signs.	The center shall analyze work zone images for indications of a possible incident.	Planned
DOTD Sub District 02 Traffic Signal System	Roadway Basic Surveillance	Roadway Basic Surveillance' monitors traffic conditions using fixed equipment such as loop detectors and CCTV cameras.	The field element shall collect, process, and send traffic images to the center for further analysis and distribution.	Planned
DOTD Sub District 02 Traffic Signal System	Roadway Basic Surveillance	Roadway Basic Surveillance' monitors traffic conditions using fixed equipment such as loop detectors and CCTV cameras.	The field element shall return sensor and CCTV system operational status to the controlling center.	Planned
DOTD Sub District 02 Traffic Signal System	Roadway Basic Surveillance	Roadway Basic Surveillance' monitors traffic conditions using fixed equipment such as loop detectors and CCTV cameras.	The field element shall collect, process, digitize, and send traffic sensor data (speed, volume, and occupancy) to the center for	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
			further analysis and storage, under center control.	
DOTD Sub District 02 Traffic Signal System	Roadway Basic Surveillance	Roadway Basic Surveillance' monitors traffic conditions using fixed equipment such as loop detectors and CCTV cameras.	The field element shall return sensor and CCTV system fault data to the controlling center for repair.	Planned
DOTD Sub District 02 Traffic Signal System	Roadway Field Device Support	Roadway Field Device Support' monitors the operational status of field devices and detects and reports fault conditions. Consolidated operational status (device status, configuration, and fault information) are reported for resolution and repair. A local interface is provided to field personnel for local monitoring and diagnostics, supporting field maintenance, upgrade, repair, and replacement of field devices.	The field element shall support an interface with field support equipment to accept installation of updates or configuration of field operations.	Planned
DOTD Sub District 02 Traffic Signal System	Roadway Field Device Support	Roadway Field Device Support' monitors the operational status of field devices and detects and reports fault conditions. Consolidated operational status (device status, configuration, and fault information) are reported for resolution and repair. A local interface is provided to field personnel for local monitoring and diagnostics, supporting field maintenance, upgrade, repair, and replacement of field devices.	The field element shall detect and report any fault conditions with the equipment being monitored back to its controlling center.	Planned
DOTD Sub District 02 Traffic Signal System	Roadway Field Device Support	Roadway Field Device Support' monitors the operational status of field devices and detects and reports fault conditions. Consolidated operational status (device status, configuration, and fault information) are reported for resolution and repair. A local interface is provided to field personnel for local monitoring and diagnostics, supporting field maintenance, upgrade, repair, and replacement of field devices.	The field element shall provide the capability for field personnel to locally control and configure this equipment.	Planned
DOTD Sub District 02 Traffic Signal System	Roadway Field Device Support	Roadway Field Device Support' monitors the operational status of field devices and detects and reports fault conditions. Consolidated operational status (device status, configuration, and fault information) are reported for resolution and repair. A local interface is provided to field personnel for local monitoring and diagnostics, supporting field maintenance, upgrade, repair, and replacement of field devices.	The field element shall monitor the operational status of field devices and detects and reports fault conditions.	Planned
DOTD Sub District 02 Traffic Signal System	Roadway Signal Control	Roadway Signal Control' includes the field elements that monitor and control signalized intersections. It includes the traffic signal controllers, detectors, conflict monitors, signal heads, and other ancillary equipment that supports traffic signal control. It also includes field masters, and equipment that supports communications with a central monitoring and/or control system, as applicable. The communications link supports upload and download of signal timings and other parameters and reporting of current intersection status. It represents the field equipment used in all levels of traffic signal control from basic actuated systems that operate on fixed timing plans through adaptive systems. It also supports all signalized intersection configurations, including those that accommodate pedestrians. In advanced, future implementations, environmental data may be monitored and used to support dilemma zone processing and other aspects of signal control that are sensitive to local environmental conditions.	The field element shall return traffic signal controller fault data to the center.	Planned
DOTD Sub District 02 Traffic Signal System	Roadway Signal Control	Roadway Signal Control' includes the field elements that monitor and control signalized intersections. It includes the traffic signal controllers, detectors, conflict monitors, signal heads, and other ancillary equipment that supports traffic signal control. It also includes field masters, and equipment that supports communications with a central monitoring and/or control system, as applicable. The communications link supports upload and download of signal timings and other parameters and reporting of current intersection status. It represents the field equipment used in all levels of traffic signal control from basic actuated systems that operate on fixed timing plans through adaptive systems. It also supports all signalized intersection configurations, including those that accommodate pedestrians. In advanced, future implementations, environmental data may be monitored and used to support dilemma zone processing and other aspects of signal control that are sensitive to local environmental conditions.	The field element shall return traffic signal controller operational status to the center.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Sub District 02 Traffic Signal System	Roadway Signal Control	Roadway Signal Control' includes the field elements that monitor and control signalized intersections. It includes the traffic signal controllers, detectors, conflict monitors, signal heads, and other ancillary equipment that supports traffic signal control. It also includes field masters, and equipment that supports communications with a central monitoring and/or control system, as applicable. The communications link supports upload and download of signal timings and other parameters and reporting of current intersection status. It represents the field equipment used in all levels of traffic signal control from basic actuated systems that operate on fixed timing plans through adaptive systems. It also supports all signalized intersection configurations, including those that accommodate pedestrians. In advanced, future implementations, environmental data may be monitored and used to support dilemma zone processing and other aspects of signal control that are sensitive to local environmental conditions.	The field element shall report current preemption status to the center.	Planned
DOTD Sub District 02 Traffic Signal System	Roadway Signal Control	Roadway Signal Control' includes the field elements that monitor and control signalized intersections. It includes the traffic signal controllers, detectors, conflict monitors, signal heads, and other ancillary equipment that supports traffic signal control. It also includes field masters, and equipment that supports communications with a central monitoring and/or control system, as applicable. The communications link supports upload and download of signal timings and other parameters and reporting of current intersection status. It represents the field equipment used in all levels of traffic signal control from basic actuated systems that operate on fixed timing plans through adaptive systems. It also supports all signalized intersection configurations, including those that accommodate pedestrians. In advanced, future implementations, environmental data may be monitored and used to support dilemma zone processing and other aspects of signal control that are sensitive to local environmental conditions.	The field element shall report the current signal control information to the center.	Planned
DOTD Sub District 02 Traffic Signal System	Roadway Signal Control	Roadway Signal Control' includes the field elements that monitor and control signalized intersections. It includes the traffic signal controllers, detectors, conflict monitors, signal heads, and other ancillary equipment that supports traffic signal control. It also includes field masters, and equipment that supports communications with a central monitoring and/or control system, as applicable. The communications link supports upload and download of signal timings and other parameters and reporting of current intersection status. It represents the field equipment used in all levels of traffic signal control from basic actuated systems that operate on fixed timing plans through adaptive systems. It also supports all signalized intersection configurations, including those that accommodate pedestrians. In advanced, future implementations, environmental data may be monitored and used to support dilemma zone processing and other aspects of signal control that are sensitive to local environmental conditions.	The field element shall provide the capability to notify the traffic management center of pedestrian calls and pedestrian accommodations.	Planned
DOTD Sub District 02 Traffic Signal System	Roadway Signal Control	Roadway Signal Control' includes the field elements that monitor and control signalized intersections. It includes the traffic signal controllers, detectors, conflict monitors, signal heads, and other ancillary equipment that supports traffic signal control. It also includes field masters, and equipment that supports communications with a central monitoring and/or control system, as applicable. The communications link supports upload and download of signal timings and other parameters and reporting of current intersection status. It represents the field equipment used in all levels of traffic signal control from basic actuated systems that operate on fixed timing plans through adaptive systems. It also supports all signalized intersection configurations, including those that accommodate pedestrians. In advanced, future implementations, environmental data may be monitored and used to support dilemma zone processing and other aspects of signal control that are sensitive to local environmental conditions.	The field element shall control traffic signals under center control.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Sub District 02 Traffic Signal System	Roadway Signal Control	Roadway Signal Control' includes the field elements that monitor and control signalized intersections. It includes the traffic signal controllers, detectors, conflict monitors, signal heads, and other ancillary equipment that supports traffic signal control. It also includes field masters, and equipment that supports communications with a central monitoring and/or control system, as applicable. The communications link supports upload and download of signal timings and other parameters and reporting of current intersection status. It represents the field equipment used in all levels of traffic signal control from basic actuated systems that operate on fixed timing plans through adaptive systems. It also supports all signalized intersection configurations, including those that accommodate pedestrians. In advanced, future implementations, environmental data may be monitored and used to support dilemma zone processing and other aspects of signal control that are sensitive to local environmental conditions.	The field element shall respond to pedestrian crossing requests by accommodating the pedestrian crossing.	Planned
DOTD Sub District 02 Traffic Signal System	Roadway Signal Preemption	Roadway Signal Preemption' includes the field elements that receive signal preemption requests from emergency vehicles approaching a signalized intersection and overrides the current operation of the traffic signals to stop conflicting traffic and grant right-of-way to the approaching vehicle.		
E911/Office of Emergency Preparedness	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall request traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes.	Existing
E911/Office of Emergency Preparedness	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall coordinate evacuation destinations and shelter needs with shelter providers (e.g., the American Red Cross) in the region.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
E911/Office of Emergency Preparedness	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall provide traveler information systems with evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary and when it is safe to return.	Existing
E911/Office of Emergency Preparedness	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall develop and exchange evacuation plans with allied agencies prior to the occurrence of a disaster.	Existing
E911/Office of Emergency Preparedness	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall monitor the progress or status of the evacuation once it begins and exchange tactical plans, prepared during the incident, with allied agencies.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
E911/Office of Emergency Preparedness	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall monitor the progress of the reentry process.	Existing
E911/Office of Emergency Preparedness	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall manage inter-agency coordination of evacuation operations, from initial planning through the evacuation process and reentry.	Existing
E911/Office of Emergency Preparedness	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall provide an interface to the emergency system operator to enter evacuation plans and procedures and present the operator with other agencies' plans.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
E911/Office of Emergency Preparedness	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall provide evacuation information to traffic, transit, maintenance and construction, rail operations, and other emergency management centers as needed.	Existing
E911/Office of Emergency Preparedness	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall retrieve information from public health systems to plan for and implement evacuations or in-place sheltering for biological, chemical, radiation, and other public health emergencies.	Existing
E911/Office of Emergency Preparedness	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall request resources from transit agencies as needed to support the evacuation.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
E911/Office of Emergency Preparedness	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide information to the media concerning the status of an emergency response.	Existing
E911/Office of Emergency Preparedness	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide the capability to identify neighborhoods and businesses that should be informed of an emergency situation based on information collected about incidents including their severity, impacted locations, and recovery schedule.	Existing
E911/Office of Emergency Preparedness	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide the capability to communicate information about emergency situations to local population through the Emergency Telecommunications System.	Existing
E911/Office of Emergency Preparedness	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and	The center shall allocate the appropriate emergency services, resources, and vehicle (s) to respond to incidents, and shall provide the capability to override the current	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	allocation to suit the special needs of a current incident.	
E911/Office of Emergency Preparedness	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide the capability to implement response plans and track progress through the incident by exchanging incident information and response status with allied agencies.	Existing
E911/Office of Emergency Preparedness	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall retrieve information from public health systems to increase preparedness for, and implement a response to biological, chemical, radiation, and other public health emergencies.	Existing
E911/Office of Emergency Preparedness	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between	The center shall manage coordinated inter-agency responses to and recovery from large-scale emergencies. Such agencies include traffic management, transit, maintenance and construction management, rail operations, and other emergency management agencies.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.		
E911/Office of Emergency Preparedness	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide strategic emergency response capabilities provided by an Emergency Operations Center for large-scale incidents and disasters.	Existing
E911/Office of Emergency Preparedness	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide the capability to request transit resource availability from transit centers for use during disaster and evacuation operations.	Existing
E911/Office of Emergency Preparedness	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall assimilate the damage assessment of the transit, traffic, rail, maintenance, and other emergency center services and systems to create an overall transportation system status, and disseminate to each of these centers and the traveling public via traveler information providers.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
E911/Office of Emergency Preparedness	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall develop, coordinate with other agencies, and store emergency response plans.	Existing
E911/Office of Emergency Preparedness	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall collect information about the status of the recovery efforts for the infrastructure during disasters.	Existing
E911/Office of Emergency Preparedness	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide the overall status of infrastructure recovery efforts to traveler information providers and media.	Existing
E911/Office of Emergency Preparedness	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall support remote control of field equipment normally under control of the traffic management center including traffic signals, dynamic message signs, gates, and barriers.	Planned



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		manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.		
E911/Office of Emergency Preparedness	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide the capability to remotely control and monitor CCTV systems normally operated by a traffic management center.	Planned
Electric Vehicle Changing Stations	Electric Charging Station Management	Electric Charging Station Management' manages vehicle charging. It verifies that a vehicle is authorized to charge, enabled power delivery, communicates with the vehicle during charging and provides charge status information to the driver. A connection with Connected Vehicle Roadside Equipment provides the capability to integrate charging station coordination and communication into the broader Connected Vehicle Environment.		
Emergency Vehicle	EV On-Board En Route Support	EV On-Board En Route Support' provides communications functions to responding emergency vehicles that reduce response times and improve safety of responding public safety personnel and the general public. It supports traffic signal preemption via short range communication directly with signal control equipment and sends alert messages to surrounding vehicles.		
Emergency Vehicle	EV On-Board Incident Management Communication	EV On-board Incident Management Communication' provides communications support to first responders. Information about the incident, information on dispatched resources, and ancillary information such as road and weather conditions are provided to emergency personnel. Emergency personnel transmit information about the incident such as identification of vehicles and people involved, the extent of injuries, hazardous material, resources on site, site management strategies in effect, and current clearance status. Emergency personnel may also send in-vehicle signing messages to approaching traffic using short range communications.		
Emergency Vehicle	Vehicle Location Determination	Vehicle Location Determination' receives current location of the vehicle and provides this information to vehicle applications that use the location information to provide ITS services.		
Good Earth Transit	Transit Center Data Collection	Transit Center Data Collection' collects and stores transit information that is collected in the course of transit operations performed by the Transit Management Center. This	The center shall collect transit management data such as transit fares and passenger use,	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	transit services, paratransit operations, transit vehicle maintenance data, etc.	
Good Earth Transit	Transit Center Data Collection	Transit Center Data Collection' collects and stores transit information that is collected in the course of transit operations performed by the Transit Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The transit management center shall assign quality control metrics and meta-data to be stored along with the data. Meta-data may include attributes that describe the source and quality of the data and the conditions surrounding the collection of the data.	Existing
Good Earth Transit	Transit Center Data Collection	Transit Center Data Collection' collects and stores transit information that is collected in the course of transit operations performed by the Transit Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The center shall receive and respond to requests from ITS Archives for either a catalog of the transit data or for the data itself.	Planned
Good Earth Transit	Transit Center Data Collection	Transit Center Data Collection' collects and stores transit information that is collected in the course of transit operations performed by the Transit Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The transit management center shall produce sample products of the data available.	Existing
Good Earth Transit Vehicle OBE	Transit Vehicle On-Board Trip Monitoring	Transit Vehicle On-Board Trip Monitoring' tracks vehicle location, monitors fuel usage, collects operational status (doors opened/closed, running times, etc.) and sends the collected, time stamped data to the Transit Management Center.	The transit vehicle shall support the computation of the location of a transit vehicle using on-board sensors to augment the location determination function. This may include proximity to the transit stops or other known reference points as well as recording trip length.	Existing
Good Earth Transit Vehicle OBE	Transit Vehicle On-Board Trip Monitoring	Transit Vehicle On-Board Trip Monitoring' tracks vehicle location, monitors fuel usage, collects operational status (doors opened/closed, running times, etc.) and sends the collected, time stamped data to the Transit Management Center.	The transit vehicle shall record transit trip monitoring data including operational status information such as doors open/closed, running times, etc.	Existing
Good Earth Transit Vehicle OBE	Transit Vehicle On-Board Trip Monitoring	Transit Vehicle On-Board Trip Monitoring' tracks vehicle location, monitors fuel usage, collects operational status (doors opened/closed, running times, etc.) and sends the collected, time stamped data to the Transit Management Center.	The transit vehicle shall record transit trip monitoring data including vehicle mileage and fuel usage.	Existing
Good Earth Transit Vehicle OBE	Transit Vehicle On-Board Trip Monitoring	Transit Vehicle On-Board Trip Monitoring' tracks vehicle location, monitors fuel usage, collects operational status (doors opened/closed, running times, etc.) and sends the collected, time stamped data to the Transit Management Center.	The transit vehicle shall send the transit vehicle trip monitoring data to center-based trip monitoring functions.	Existing
Good Earth Transit Vehicle OBE	Transit Vehicle On-Board Trip Monitoring	Transit Vehicle On-Board Trip Monitoring' tracks vehicle location, monitors fuel usage, collects operational status (doors opened/closed, running times, etc.) and sends the collected, time stamped data to the Transit Management Center.	The transit vehicle shall track the current location of the transit vehicle.	Existing
Good Earth Transit Vehicle OBE	Transit Vehicle On-Board Trip Monitoring	Transit Vehicle On-Board Trip Monitoring' tracks vehicle location, monitors fuel usage, collects operational status (doors opened/closed, running times, etc.) and sends the collected, time stamped data to the Transit Management Center.	The transit vehicle shall receive transit stop requests from travelers.	Existing
Good Earth Transit Vehicle OBE	Transit Vehicle On-Board Trip Monitoring	Transit Vehicle On-Board Trip Monitoring' tracks vehicle location, monitors fuel usage, collects operational status (doors opened/closed, running times, etc.) and sends the collected, time stamped data to the Transit Management Center.	The transit vehicle shall receive transit stop requests from Transit Operations	Existing
Houma Network Communication	TMC Basic Surveillance	TMC Basic Surveillance' remotely monitors and controls traffic sensor systems and surveillance (e.g., CCTV) equipment, and collects, processes and stores the collected traffic data. Current traffic information and other real-time transportation information is also collected from other centers. The collected information is provided to traffic operations personnel and made available to other centers.	The center shall distribute road network conditions data (raw or processed) based on collected and analyzed traffic sensor and surveillance data to other centers.	Existing
Houma/Thibodaux Fire Department	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units.	The center shall coordinate response to incidents with other Emergency Management	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	centers to ensure appropriate resources are dispatched and utilized.	
Houma/Thibodaux Fire Department	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall receive traffic images to support dispatch of emergency vehicles.	Planned
Houma/Thibodaux Fire Department	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall relay location and incident details to the responding vehicles.	Existing
Houma/Thibodaux Fire Department	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall dispatch emergency vehicles to respond to verified emergencies under center personnel control.	Existing
Houma/Thibodaux Fire Department	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall store and maintain the emergency service responses in an action log.	Existing
Houma/Thibodaux Fire Department	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall track the location and status of emergency vehicles responding to an emergency based on information from the emergency vehicle.	Existing
Houma/Thibodaux Fire Department	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall provide the capability to request remote control of traffic surveillance devices.	Planned
Houma/Thibodaux Fire Department	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall store the current status of all emergency vehicles available for dispatch and those that have been dispatched.	Existing
Houma/Thibodaux Fire Department	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the	The center shall develop and exchange evacuation plans with allied agencies prior to the occurrence of a disaster.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.		
Houma/Thibodaux Fire Department	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall share incident command information with other public safety agencies including resource deployment status, hazardous material information, rail incident information, evacuation advice as well as traffic, road, and weather conditions.	Existing
Houma/Thibodaux Fire Department	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall assess the status of responding emergency vehicles as part of an incident command.	Existing
Houma/Thibodaux Fire Department	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall provide incident command communications with public safety, emergency management, transportation, and other allied response agency centers.	Existing
Houma/Thibodaux Fire Department	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization	The center shall track and maintain resource information and action plans pertaining to the incident command.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.		
Houma/Thibodaux Police Department	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall receive potential incident information from social media sources to support the early warning system.	Existing
Houma/Thibodaux Police Department	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall monitor information from Alerting and Advisory Systems such as the Information Sharing and Analysis Centers (ISACs), the National Infrastructure Protection Center (NIPC), the Homeland Security Advisory System (HSAS), etc. The information may include assessments (general incident and vulnerability awareness information), advisories (identification of threats or recommendations to increase preparedness levels), or alerts (information on imminent or in-progress emergencies).	Existing
Houma/Thibodaux Police Department	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall broadcast wide-area alerts and advisories to toll administration centers for emergency situations such as severe weather events, civil emergencies, child abduction (AMBER alert system), military activities, and other situations that pose a threat to life and property.	Existing
Houma/Thibodaux Police Department	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall broadcast wide-area alerts and advisories to transit management centers for emergency situations such as severe weather events, civil emergencies, child abduction (AMBER alert system), military activities, and other situations that pose a threat to life and property.	Existing
Houma/Thibodaux Police Department	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall provide the capability to correlate alerts and advisories, incident information, and security sensor and surveillance data.	Existing
Houma/Thibodaux Police Department	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall broadcast wide-area alerts and advisories to traffic management centers for emergency situations such as severe weather events, civil emergencies, child abduction (AMBER alert system), military activities, and other situations that pose a threat to life and property.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
Houma/Thibodaux Police Department	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall broadcast wide-area alerts and advisories to traveler information service providers for emergency situations such as severe weather events, civil emergencies, child abduction (AMBER alert system), military activities, and other situations that pose a threat to life and property.	Existing
Houma/Thibodaux Police Department	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall receive incident information from other transportation management centers to support the early warning system.	Existing
Houma/Thibodaux Police Department	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall support the entry of alert and advisory information directly from the emergency system operator.	Existing
Houma/Thibodaux Police Department	Emergency Environmental Monitoring	Emergency Environmental Monitoring' collects current and forecast road conditions and surface weather information from a variety of sources. The collected environmental information is monitored and presented to the operator and used to more effectively manage incidents.	The center shall collect road network conditions data, including advisories, from traffic management and traveler information centers.	Existing
Houma/Thibodaux Police Department	Emergency Environmental Monitoring	Emergency Environmental Monitoring' collects current and forecast road conditions and surface weather information from a variety of sources. The collected environmental information is monitored and presented to the operator and used to more effectively manage incidents.	The center shall provide the road and weather warning and advisories to the emergency responders.	Existing
Houma/Thibodaux Police Department	Emergency Environmental Monitoring	Emergency Environmental Monitoring' collects current and forecast road conditions and surface weather information from a variety of sources. The collected environmental information is monitored and presented to the operator and used to more effectively manage incidents.	The center shall assimilate current and forecast road conditions and surface weather information to support incident management.	Existing
Houma/Thibodaux Police Department	Emergency Environmental Monitoring	Emergency Environmental Monitoring' collects current and forecast road conditions and surface weather information from a variety of sources. The collected environmental information is monitored and presented to the operator and used to more effectively manage incidents.	The center shall collect asset restrictions information from roadway maintenance operations.	Existing
Houma/Thibodaux Police Department	Emergency Environmental Monitoring	Emergency Environmental Monitoring' collects current and forecast road conditions and surface weather information from a variety of sources. The collected environmental information is monitored and presented to the operator and used to more effectively manage incidents.	The center shall collect current and forecast road and weather information from weather service providers (such as the National Weather Service and value-added sector specific meteorological services).	Existing
L.E. Fletcher Technical College	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to	The center shall develop and exchange evacuation plans with allied agencies prior to the occurrence of a disaster.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.		
L.E. Fletcher Technical College	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall coordinate evacuation destinations and shelter needs with shelter providers (e.g., the American Red Cross) in the region.	Existing
LADOTD	Archive Data Repository	Archive Data Repository' collects data and data catalogs from one or more data sources and stores the data in a focused repository that is suited to a particular set of ITS data users. It includes capabilities for performing quality checks on the incoming data, error notification, and archive to archive coordination. It includes the capability to define a data registry that allows registration of data identifiers or data definitions for interoperable use throughout a region. It supports a broad range of implementations, ranging from simple data marts that collect a focused set of data and serve a particular user community to large-scale data warehouses that collect, integrate, and summarize transportation data from multiple sources and serve a broad array of users within a region. Repositories may be established to support operations planning, performance monitoring and management, and policy and investment decisions.	The center shall collect data from centers.	Existing
LADOTD	Archive Data Repository	Archive Data Repository' collects data and data catalogs from one or more data sources and stores the data in a focused repository that is suited to a particular set of ITS data users. It includes capabilities for performing quality checks on the incoming data, error notification, and archive to archive coordination. It includes the capability to define a data registry that allows registration of data identifiers or data definitions for interoperable use throughout a region. It supports a broad range of implementations, ranging from simple data marts that collect a focused set of data and serve a particular user community to large-scale data warehouses that collect, integrate, and summarize transportation data from multiple sources and serve a broad array of users within a region. Repositories may be established to support operations planning, performance monitoring and management, and policy and investment decisions.	The center shall collect data catalogs from one or more data sources. A catalog describes the data contained in the collection of archived data and may include descriptions of the schema or structure of the data, a description of the contents of the data; e.g., time range of entries, number of entries; or a sample of the data (e. g. a thumbnail).	Existing
LADOTD	Archive Data Repository	Archive Data Repository' collects data and data catalogs from one or more data sources and stores the data in a focused repository that is suited to a particular set of ITS data users. It includes capabilities for performing quality checks on the incoming data, error notification, and archive to archive coordination. It includes the capability to define a data registry that allows registration of data identifiers or data definitions for interoperable use throughout a region. It supports a broad range of implementations, ranging from simple data marts that collect a focused set of data and serve a particular user community to large-scale data warehouses that collect, integrate, and summarize	The center shall store collected data in an information repository.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		transportation data from multiple sources and serve a broad array of users within a region. Repositories may be established to support operations planning, performance monitoring and management, and policy and investment decisions.		
LADOTD	Archive Data Repository	Archive Data Repository' collects data and data catalogs from one or more data sources and stores the data in a focused repository that is suited to a particular set of ITS data users. It includes capabilities for performing quality checks on the incoming data, error notification, and archive to archive coordination. It includes the capability to define a data registry that allows registration of data identifiers or data definitions for interoperable use throughout a region. It supports a broad range of implementations, ranging from simple data marts that collect a focused set of data and serve a particular user community to large-scale data warehouses that collect, integrate, and summarize transportation data from multiple sources and serve a broad array of users within a region. Repositories may be established to support operations planning, performance monitoring and management, and policy and investment decisions.	The center shall perform quality checks on collected data.	Existing
LADOTD	Archive Data Repository	Archive Data Repository' collects data and data catalogs from one or more data sources and stores the data in a focused repository that is suited to a particular set of ITS data users. It includes capabilities for performing quality checks on the incoming data, error notification, and archive to archive coordination. It includes the capability to define a data registry that allows registration of data identifiers or data definitions for interoperable use throughout a region. It supports a broad range of implementations, ranging from simple data marts that collect a focused set of data and serve a particular user community to large-scale data warehouses that collect, integrate, and summarize transportation data from multiple sources and serve a broad array of users within a region. Repositories may be established to support operations planning, performance monitoring and management, and policy and investment decisions.	The center shall notify the system operator of errors related to data collection, analysis and archival.	Existing
LADOTD	Archive Data Repository	Archive Data Repository' collects data and data catalogs from one or more data sources and stores the data in a focused repository that is suited to a particular set of ITS data users. It includes capabilities for performing quality checks on the incoming data, error notification, and archive to archive coordination. It includes the capability to define a data registry that allows registration of data identifiers or data definitions for interoperable use throughout a region. It supports a broad range of implementations, ranging from simple data marts that collect a focused set of data and serve a particular user community to large-scale data warehouses that collect, integrate, and summarize transportation data from multiple sources and serve a broad array of users within a region. Repositories may be established to support operations planning, performance monitoring and management, and policy and investment decisions.	The center shall include capabilities for archive to archive coordination.	Existing
LADOTD	Archive Government Reporting	Archive Government Reporting' selects and formats data residing in an ITS archive to facilitate local, state, and federal government data reporting requirements. It provides transportation system statistics and performance measures in required formats to support investment and policy decisions.	The center shall provide archive data to federal, state, and local government reporting systems.	Existing
LADOTD	Archive Government Reporting	Archive Government Reporting' selects and formats data residing in an ITS archive to facilitate local, state, and federal government data reporting requirements. It provides transportation system statistics and performance measures in required formats to support investment and policy decisions.	The center shall provide the applicable meta-data for any ITS archived data to satisfy government reporting system requests. Meta-data may include attributes that describe the source and quality of the data and the conditions surrounding the collection of the data.	Existing
LADOTD	Archive On-Line Analysis and Mining	Archive On-Line Analysis and Mining' provides advanced data analysis, summarization, and mining features that facilitate discovery of information, patterns, and correlations in large data sets. Multidimensional analysis, selective summarization and expansion	The center shall respond to requests for archive data from center users.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		of data details, and many other advanced analysis services may be offered. Complex performance measures that are derived from multiple data sources may also be produced.		
LADOTD	Archive On-Line Analysis and Mining	Archive On-Line Analysis and Mining' provides advanced data analysis, summarization, and mining features that facilitate discovery of information, patterns, and correlations in large data sets. Multidimensional analysis, selective summarization and expansion of data details, and many other advanced analysis services may be offered. Complex performance measures that are derived from multiple data sources may also be produced.	The center shall provide the capability to perform activities such as data mining, data fusion, summarizations, aggregations, and recreation from archive data. This may include multidimensional analysis, selective summarization and expansion of data details, and many other advanced analysis services.	Existing
LADOTD	Archive On-Line Analysis and Mining	Archive On-Line Analysis and Mining' provides advanced data analysis, summarization, and mining features that facilitate discovery of information, patterns, and correlations in large data sets. Multidimensional analysis, selective summarization and expansion of data details, and many other advanced analysis services may be offered. Complex performance measures that are derived from multiple data sources may also be produced.	The center shall collect regional data from data distribution centers.	Planned
LADOTD	Archive On-Line Analysis and Mining	Archive On-Line Analysis and Mining' provides advanced data analysis, summarization, and mining features that facilitate discovery of information, patterns, and correlations in large data sets. Multidimensional analysis, selective summarization and expansion of data details, and many other advanced analysis services may be offered. Complex performance measures that are derived from multiple data sources may also be produced.	The center shall respond to users systems requests for a catalog of the archived data analysis products available.	Planned
LADOTD	Archive Situation Data Archival	Archive Situation Data Archival' collects and archives traffic, roadway, and environmental information for use in off-line planning, research, and analysis. It controls and collects information directly from equipment at the roadside, reflecting the deployment of traffic detectors that are used primarily for traffic monitoring and planning purposes, rather than for traffic management. It also collects situation data from connected vehicles. The data collected, quality checks performed, and aggregation strategies are defined to support transportation system performance monitoring and management.	The center shall provide the capability to adjust the collection of field-sourced data based on the statistical measures.	Existing
LADOTD	Archive Situation Data Archival	Archive Situation Data Archival' collects and archives traffic, roadway, and environmental information for use in off-line planning, research, and analysis. It controls and collects information directly from equipment at the roadside, reflecting the deployment of traffic detectors that are used primarily for traffic monitoring and planning purposes, rather than for traffic management. It also collects situation data from connected vehicles. The data collected, quality checks performed, and aggregation strategies are defined to support transportation system performance monitoring and management.	The center shall provide the capability to execute methods on the incoming field data such as aggregation and statistical measures before the data is stored in the archive.	Existing
LADOTD	Archive Situation Data Archival	Archive Situation Data Archival' collects and archives traffic, roadway, and environmental information for use in off-line planning, research, and analysis. It controls and collects information directly from equipment at the roadside, reflecting the deployment of traffic detectors that are used primarily for traffic monitoring and planning purposes, rather than for traffic management. It also collects situation data from connected vehicles. The data collected, quality checks performed, and aggregation strategies are defined to support transportation system performance monitoring and management.	The center shall respond to requests from the administrator interface function to manage field-sourced data collection.	Existing
LADOTD	Archive Situation Data Archival	Archive Situation Data Archival' collects and archives traffic, roadway, and environmental information for use in off-line planning, research, and analysis. It controls and collects information directly from equipment at the roadside, reflecting the deployment of traffic detectors that are used primarily for traffic monitoring and	The center shall collect data from roadside devices.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		planning purposes, rather than for traffic management. It also collects situation data from connected vehicles. The data collected, quality checks performed, and aggregation strategies are defined to support transportation system performance monitoring and management.		
LADOTD	Emergency Data Collection	Emergency Data Collection' collects and stores emergency information that is collected in the course of operations by the Emergency Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The center shall collect emergency service data, emergency vehicle management data, emergency vehicle data, sensor and surveillance data, threat data, and incident data.	Existing
LADOTD	MCM Data Collection	MCM Data Collection' collects and stores maintenance and construction information that is collected in the course of operations by the Maintenance and Construction Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The maintenance and construction management center shall assign quality control metrics and meta-data to be stored along with the data. Meta-data may include attributes that describe the source and quality of the data and the conditions surrounding the collection of the data.	Existing
LADOTD	MCM Data Collection	MCM Data Collection' collects and stores maintenance and construction information that is collected in the course of operations by the Maintenance and Construction Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The center shall receive and respond to requests from ITS Archives for either a catalog of the maintenance and construction data or for the data itself.	Existing
LADOTD	MCM Data Collection	MCM Data Collection' collects and stores maintenance and construction information that is collected in the course of operations by the Maintenance and Construction Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The maintenance and construction management center shall produce sample products of the data available.	Existing
LADOTD	MCM Data Collection	MCM Data Collection' collects and stores maintenance and construction information that is collected in the course of operations by the Maintenance and Construction Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The center shall collect maintenance and construction data (such as field equipment status, infrastructure status, maintenance and construction activity data) gathered from roadway, traffic, and other maintenance and construction sources.	Existing
LADOTD	MCM Field Equipment Maintenance	MCM Field Equipment Maintenance' provides overall management and support for maintenance of field equipment on a roadway system, right-of-way, parking area, transit stop, or other areas where field equipment exists. Services include repair and maintenance of ITS field equipment in these areas (e.g., detectors and other sensors, cameras, dynamic message signs, electronic toll collection equipment, electronic clearance equipment, weigh-in-motion sensors, etc.).		
LADOTD	TMC Data Collection	TMC Data Collection' collects and stores information that is created in the course of traffic operations performed by the Traffic Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.		
Lafourche Parish Government	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources	The center shall retrieve information from public health systems to plan for and implement evacuations or in-place sheltering for biological, chemical, radiation, and other public health emergencies.	Existing



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		are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.		
Lafourche Parish Government	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall monitor the progress of the reentry process.	Existing
Lafourche Parish Government	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall monitor the progress or status of the evacuation once it begins and exchange tactical plans, prepared during the incident, with allied agencies.	Existing
Lafourche Parish Government	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to	The center shall provide evacuation information to traffic, transit, maintenance and construction, rail operations, and other emergency management centers as needed.	Existing



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		refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.		
Lafourche Parish Government	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall manage inter-agency coordination of evacuation operations, from initial planning through the evacuation process and reentry.	Existing
Lafourche Parish Government	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall request resources from transit agencies as needed to support the evacuation.	Existing
Lafourche Parish Government	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and	The center shall coordinate evacuation destinations and shelter needs with shelter providers (e.g., the American Red Cross) in the region.	Existing



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		recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.		
Lafourche Parish Government	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall develop and exchange evacuation plans with allied agencies prior to the occurrence of a disaster.	Existing
Lafourche Parish Government	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide information to the media concerning the status of an emergency response.	Existing
Lafourche Parish Government	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall develop, coordinate with other agencies, and store emergency response plans.	Existing
Lafourche Parish Government	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary	The center shall provide the capability to implement response plans and track progress	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	through the incident by exchanging incident information and response status with allied agencies.	
Lafourche Parish Government	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall manage coordinated inter-agency responses to and recovery from large-scale emergencies. Such agencies include traffic management, transit, maintenance and construction management, rail operations, and other emergency management agencies.	Existing
Lafourche Parish Government	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall collect information about the status of the recovery efforts for the infrastructure during disasters.	Existing
Lafourche Parish Government	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic	The center shall allocate the appropriate emergency services, resources, and vehicle (s) to respond to incidents, and shall provide the capability to override the current allocation to suit the special needs of a current incident.	Existing



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		and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.		
Lafourche Parish Government	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall track the availability of resources and coordinate resource sharing with allied agency centers including traffic, maintenance, or other emergency centers.	Existing
Lafourche Parish Government	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide the overall status of infrastructure recovery efforts to traveler information providers and media.	Existing
Lafourche Parish/Terrebonne Parish Communications District	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall monitor information from Alerting and Advisory Systems such as the Information Sharing and Analysis Centers (ISACs), the National Infrastructure Protection Center (NIPC), the Homeland Security Advisory System (HSAS), etc. The information may include assessments (general incident and vulnerability awareness information), advisories (identification of threats or recommendations to increase preparedness levels), or alerts (information on imminent or in-progress emergencies).	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
Lafourche Parish/Terrebonne Parish Communications District	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall provide the capability to correlate alerts and advisories, incident information, and security sensor and surveillance data.	Existing
Lafourche Parish/Terrebonne Parish Communications District	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall receive incident information from other transportation management centers to support the early warning system.	Existing
Lafourche Parish/Terrebonne Parish Communications District	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall support the entry of alert and advisory information directly from the emergency system operator.	Existing
Lafourche Parish/Terrebonne Parish Communications District	Emergency Environmental Monitoring	Emergency Environmental Monitoring' collects current and forecast road conditions and surface weather information from a variety of sources. The collected environmental information is monitored and presented to the operator and used to more effectively manage incidents.	The center shall collect road network conditions data, including advisories, from traffic management and traveler information centers.	Existing
Lafourche Parish/Terrebonne Parish Communications District	Emergency Environmental Monitoring	Emergency Environmental Monitoring' collects current and forecast road conditions and surface weather information from a variety of sources. The collected environmental information is monitored and presented to the operator and used to more effectively manage incidents.	The center shall collect asset restrictions information from roadway maintenance operations.	Existing
Lafourche Parish/Terrebonne Parish Communications District	Emergency Secure Area Sensor Management	Emergency Secure Area Sensor Management' manages sensors that monitor secure areas in the transportation system, processes the collected data, performs threat analysis in which data is correlated with other sensor, surveillance, and advisory inputs, and then disseminates resultant threat information to emergency personnel and other agencies. In response to identified threats, the operator may request activation of barrier and safeguard systems to preclude an incident, control access during and after an incident or mitigate impact of an incident. The sensors may be in secure areas frequented by travelers (i.e., transit stops, transit stations, rest areas, park and ride lots, modal interchange facilities, on-board a transit vehicle, etc.) or around transportation infrastructure such as bridges, tunnels and transit railways or guideways. The types of sensors include acoustic, threat (e.g. chemical agent, toxic industrial chemical, biological, explosives, and radiological sensors), infrastructure condition and integrity, motion and object sensors.		
Lafourche Parish/Terrebonne	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected	The center shall coordinate evacuation destinations and shelter needs with shelter	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
Parish School Board Central Office		population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	providers (e.g., the American Red Cross) in the region.	
Lafourche Parish/Terrebonne Parish School Board Central Office	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall develop and exchange evacuation plans with allied agencies prior to the occurrence of a disaster.	Existing
Lafourche Parish/Terrebonne Parish School Board Central Office	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall monitor the progress or status of the evacuation once it begins and exchange tactical plans, prepared during the incident, with allied agencies.	Existing
Lafourche Parish/Terrebonne Parish School	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and	The center shall develop, coordinate with other agencies, and store emergency response plans.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
Board Central Office		manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.		
Lafourche Parish/Terrebonne Parish School Board Central Office	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide the capability to implement response plans and track progress through the incident by exchanging incident information and response status with allied agencies.	Existing
Lafourche Parish/Terrebonne Parish School Board Central Office	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall track the availability of resources and coordinate resource sharing with allied agency centers including traffic, maintenance, or other emergency centers.	Existing
Lafourche Parish/Terrebonne Parish Sheriff Office	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources	The center shall provide evacuation information to traffic, transit, maintenance and construction, rail operations, and other emergency management centers as needed.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.		
Lafourche Parish/Terrebonne Parish Sheriff Office	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall monitor the progress of the reentry process.	Existing
Lafourche Parish/Terrebonne Parish Sheriff Office	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall monitor the progress or status of the evacuation once it begins and exchange tactical plans, prepared during the incident, with allied agencies.	Existing
Lafourche Parish/Terrebonne Parish Sheriff Office	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to	The center shall develop and exchange evacuation plans with allied agencies prior to the occurrence of a disaster.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.		
Lafourche Parish/Terrebonne Parish Sheriff Office	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall track and maintain resource information and action plans pertaining to the incident command.	Existing
Lafourche Parish/Terrebonne Parish Sheriff Office	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall assess the status of responding emergency vehicles as part of an incident command.	Existing
Lafourche Parish/Terrebonne Parish Sheriff Office	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall share incident command information with other public safety agencies including resource deployment status, hazardous material information, rail incident information, evacuation advice as well as traffic, road, and weather conditions.	Existing
Lafourche Parish/Terrebonne Parish Sheriff Office	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall provide incident command communications with public safety, emergency management, transportation, and other allied response agency centers.	Existing
Lafourche Parish/Terrebonne	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are	The center shall provide tactical decision support, resource coordination, and	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
Parish Sheriff Office		established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	communications integration for first responders to support local management of an incident.	
Lafourche Parish/Terrebonne Parish Sheriff Office	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall develop, coordinate with other agencies, and store emergency response plans.	Existing
Lafourche Parish/Terrebonne Parish Sheriff Office	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall track the availability of resources and coordinate resource sharing with allied agency centers including traffic, maintenance, or other emergency centers.	Existing
Lafourche Parish/Terrebonne Parish Sheriff Office	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency	The center shall allocate the appropriate emergency services, resources, and vehicle (s) to respond to incidents, and shall provide the capability to override the current allocation to suit the special needs of a current incident.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.		
Lafourche Parish/Terrebonne Parish Sheriff Office	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide the capability to implement response plans and track progress through the incident by exchanging incident information and response status with allied agencies.	Existing
Leonard Chabert Hospital	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall develop and exchange evacuation plans with allied agencies prior to the occurrence of a disaster.	Existing
Leonard Chabert Hospital	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide the capability to implement response plans and track progress through the incident by exchanging incident information and response status with allied agencies.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
Leonard Chabert Hospital	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall develop, coordinate with other agencies, and store emergency response plans.	Existing
Local Fire Department	Emergency Commercial Vehicle Response	Emergency Commercial Vehicle Response' identifies and initiates a response to commercial vehicle and freight equipment related emergencies. These emergencies may include incidents involving hazardous materials as well as the detection of non-permitted transport of security sensitive hazmat. It identifies the location of the vehicle, the nature of the incident, the route information, and information concerning the freight itself. The information supports the determination of the response and identifies the responding agencies to notify.	The center shall receive emergency notification information from commercial vehicles, commercial vehicle check stations, or commercial fleet operators and present the possible incident information to the emergency system operator. This may include detection of non-permitted transport of security sensitive hazmat, hazardous cargo spills, etc.	Existing
Local Fire Department	Emergency Commercial Vehicle Response	Emergency Commercial Vehicle Response' identifies and initiates a response to commercial vehicle and freight equipment related emergencies. These emergencies may include incidents involving hazardous materials as well as the detection of non-permitted transport of security sensitive hazmat. It identifies the location of the vehicle, the nature of the incident, the route information, and information concerning the freight itself. The information supports the determination of the response and identifies the responding agencies to notify.	The center shall receive details of the cargo being carried by commercial vehicles from their commercial fleet manager for incidents involving potential hazardous materials.	Existing
Local Fire Department	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall relay location and incident details to the responding vehicles.	Existing
Local Fire Department	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall dispatch emergency vehicles to respond to verified emergencies under center personnel control.	Existing
Local Fire Department	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall store and maintain the emergency service responses in an action log.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Fire Department	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall track the location and status of emergency vehicles responding to an emergency based on information from the emergency vehicle.	Existing
Local Fire Department	Emergency Dispatch	Emergency Dispatch' tracks the location and status of emergency vehicles and dispatches these vehicles to incidents. Pertinent incident information is gathered from the public and other public safety agencies and relayed to the responding units. Incident status and the status of the responding units is tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.	The center shall store the current status of all emergency vehicles available for dispatch and those that have been dispatched.	Existing
Local Fire Department	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall develop, coordinate with other agencies, and store emergency response plans.	Existing
Local Fire Department	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall receive event scheduling information from Event Promoters.	Existing
Local Fire Department	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It	The center shall allocate the appropriate emergency services, resources, and vehicle (s) to respond to incidents, and shall provide the capability to override the current allocation to suit the special needs of a current incident.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.		
Local Fire Department	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall track the availability of resources and coordinate resource sharing with allied agency centers including traffic, maintenance, or other emergency centers.	Existing
Local Print and Broadcast Media	TIC Emergency Traveler Information	TIC Emergency Traveler Information' provides emergency information to the public, including wide-area alerts and evacuation information. It provides emergency alerts, information on evacuation zones and evacuation requirements, evacuation destinations and shelter information, available transportation modes, and traffic and road conditions at the origin, destination, and along the evacuation routes. In addition to general evacuation information, personalized information including tailored evacuation routes, service information, and estimated travel times is also provided based on traveler specified origin, destination, and route parameters. Updated information is provided throughout the evacuation and subsequent reentry as status changes and plans are adapted.	The center shall disseminate emergency evacuation information to the traveler interface systems, including evacuation zones, shelter information, available transportation modes, road closures and detours, changes to transit services, and traffic and road conditions at the origin, destination, and along the evacuation routes.	Existing
Local Print and Broadcast Media	TIC Emergency Traveler Information	TIC Emergency Traveler Information' provides emergency information to the public, including wide-area alerts and evacuation information. It provides emergency alerts, information on evacuation zones and evacuation requirements, evacuation destinations and shelter information, available transportation modes, and traffic and road conditions at the origin, destination, and along the evacuation routes. In addition to general evacuation information, personalized information including tailored evacuation routes, service information, and estimated travel times is also provided based on traveler specified origin, destination, and route parameters. Updated information is provided throughout the evacuation and subsequent reentry as status changes and plans are adapted.	The center shall provide the capability for a system operator to control the type and update frequency of emergency and wide-area alert information distributed to travelers.	Existing
Local Print and Broadcast Media	TIC Emergency Traveler Information	TIC Emergency Traveler Information' provides emergency information to the public, including wide-area alerts and evacuation information. It provides emergency alerts, information on evacuation zones and evacuation requirements, evacuation destinations and shelter information, available transportation modes, and traffic and road conditions at the origin, destination, and along the evacuation routes. In addition to general evacuation information, personalized information including tailored evacuation routes, service information, and estimated travel times is also provided based on traveler specified origin, destination, and route parameters. Updated	The center shall provide evacuation information to shelter providers.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		information is provided throughout the evacuation and subsequent reentry as status changes and plans are adapted.		
Local Print and Broadcast Media	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall disseminate traffic and highway condition information to travelers, including incident information, detours and road closures, event information, recommended routes, and current speeds on specific routes.	Existing
Local Print and Broadcast Media	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall disseminate maintenance and construction information to travelers, including scheduled maintenance and construction work activities and work zone activities.	Existing
Local Print and Broadcast Media	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall disseminate weather information to travelers.	Existing
Local Print and Broadcast Media	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall disseminate event information to travelers.	Existing
Local Print and Broadcast Media	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall disseminate transit routes and schedules, transit transfer options, transit fares, and real-time schedule adherence information to travelers.	Existing
Louisiana 511/Website	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall disseminate event information to travelers.	Existing
Louisiana 511/Website	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall disseminate weather information to travelers.	Existing
Louisiana 511/Website	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall disseminate maintenance and construction information to travelers, including scheduled maintenance and construction work activities and work zone activities.	Existing
Louisiana 511/Website	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall disseminate traffic and highway condition information to travelers, including incident information, detours and road closures, event information, recommended routes, and current speeds on specific routes.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
Louisiana 511/Website	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall disseminate parking information to travelers, including location, availability, and fees.	Planned
Louisiana 511/Website	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall disseminate transit routes and schedules, transit transfer options, transit fares, and real-time schedule adherence information to travelers.	Planned
Louisiana 511/Website	TIC Traveler Telephone Information	TIC Traveler Telephone Information' services voice-based traveler requests for information that supports traveler telephone information systems like 511. It takes requests for traveler information, which could be voice-formatted traveler requests, dual-tone multi-frequency (DTMF)-based requests, or a simple traveler information request, and returns the requested traveler information in the proper format. In addition to servicing requests for traveler information, it also collects and forwards alerts and advisories to traveler telephone information systems.	The center shall provide information on traffic conditions in the requested voice format and for the requested location.	Existing
Louisiana 511/Website	TIC Traveler Telephone Information	TIC Traveler Telephone Information' services voice-based traveler requests for information that supports traveler telephone information systems like 511. It takes requests for traveler information, which could be voice-formatted traveler requests, dual-tone multi-frequency (DTMF)-based requests, or a simple traveler information request, and returns the requested traveler information in the proper format. In addition to servicing requests for traveler information, it also collects and forwards alerts and advisories to traveler telephone information systems.	The center shall provide work zone and roadway maintenance information in the requested voice format and for the requested location.	Existing
Louisiana 511/Website	TIC Traveler Telephone Information	TIC Traveler Telephone Information' services voice-based traveler requests for information that supports traveler telephone information systems like 511. It takes requests for traveler information, which could be voice-formatted traveler requests, dual-tone multi-frequency (DTMF)-based requests, or a simple traveler information request, and returns the requested traveler information in the proper format. In addition to servicing requests for traveler information, it also collects and forwards alerts and advisories to traveler telephone information systems.	The center shall provide the capability to process traveler information requests from a traveler telephone information system.	Existing
Louisiana 511/Website	TIC Traveler Telephone Information	TIC Traveler Telephone Information' services voice-based traveler requests for information that supports traveler telephone information systems like 511. It takes requests for traveler information, which could be voice-formatted traveler requests, dual-tone multi-frequency (DTMF)-based requests, or a simple traveler information request, and returns the requested traveler information in the proper format. In addition to servicing requests for traveler information, it also collects and forwards alerts and advisories to traveler telephone information systems.	The center shall provide the capability to process dual-tone multi-frequency (DTMF)-based requests (touch-tone) for traveler information from a traveler telephone information system.	Existing
Louisiana 511/Website	TIC Traveler Telephone Information	TIC Traveler Telephone Information' services voice-based traveler requests for information that supports traveler telephone information systems like 511. It takes requests for traveler information, which could be voice-formatted traveler requests, dual-tone multi-frequency (DTMF)-based requests, or a simple traveler information request, and returns the requested traveler information in the proper format. In addition to servicing requests for traveler information, it also collects and forwards alerts and advisories to traveler telephone information systems.	The center shall provide the capability to process voice-formatted requests for traveler information from a traveler telephone information system, and return the information in the requested format.	Existing
Louisiana 511/Website	TIC Traveler Telephone Information	TIC Traveler Telephone Information' services voice-based traveler requests for information that supports traveler telephone information systems like 511. It takes requests for traveler information, which could be voice-formatted traveler requests, dual-tone multi-frequency (DTMF)-based requests, or a simple traveler information request, and returns the requested traveler information in the proper format. In	The center shall provide roadway environment conditions information in the requested voice format and for the requested location.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		addition to servicing requests for traveler information, it also collects and forwards alerts and advisories to traveler telephone information systems.		
LSP Troop C	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall monitor information from Alerting and Advisory Systems such as the Information Sharing and Analysis Centers (ISACs), the National Infrastructure Protection Center (NIPC), the Homeland Security Advisory System (HSAS), etc. The information may include assessments (general incident and vulnerability awareness information), advisories (identification of threats or recommendations to increase preparedness levels), or alerts (information on imminent or in-progress emergencies).	Existing
LSP Troop C	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall broadcast wide-area alerts and advisories to toll administration centers for emergency situations such as severe weather events, civil emergencies, child abduction (AMBER alert system), military activities, and other situations that pose a threat to life and property.	Existing
LSP Troop C	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall broadcast wide-area alerts and advisories to transit management centers for emergency situations such as severe weather events, civil emergencies, child abduction (AMBER alert system), military activities, and other situations that pose a threat to life and property.	Existing
LSP Troop C	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall provide the capability to correlate alerts and advisories, incident information, and security sensor and surveillance data.	Existing
LSP Troop C	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall broadcast wide-area alerts and advisories to traffic management centers for emergency situations such as severe weather events, civil emergencies, child abduction (AMBER alert system), military activities, and other situations that pose a threat to life and property.	Existing
LSP Troop C	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall coordinate the broadcast of wide-area alerts and advisories with other emergency management centers.	Existing
LSP Troop C	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall receive incident information from other transportation management centers to support the early warning system.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
LSP Troop C	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall present the alert and advisory information and the status of the actions taken in response to the alert by the other centers to the emergency system operator as received from other system inputs.	Existing
LSP Troop C	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall support the entry of alert and advisory information directly from the emergency system operator.	Existing
LSP Troop C	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall assess the status of responding emergency vehicles as part of an incident command.	Existing
LSP Troop C	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall share incident command information with other public safety agencies including resource deployment status, hazardous material information, rail incident information, evacuation advice as well as traffic, road, and weather conditions.	Existing
LSP Troop C	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall provide incident command communications with public safety, emergency management, transportation, and other allied response agency centers.	Existing
LSP Troop C	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status,	The center shall track and maintain resource information and action plans pertaining to the incident command.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.		
LSP Troop C	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall provide tactical decision support, resource coordination, and communications integration for first responders to support local management of an incident.	Existing
LSP Troop C	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide strategic emergency response capabilities provided by an Emergency Operations Center for large-scale incidents and disasters.	Existing
LSP Troop C	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall manage coordinated inter-agency responses to and recovery from large-scale emergencies. Such agencies include traffic management, transit, maintenance and construction management, rail operations, and other emergency management agencies.	Existing
LSP Troop C	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and	The center shall provide the capability to implement response plans and track progress through the incident by exchanging incident information and response status with allied agencies.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.		
LSP Troop C	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide the capability for center personnel to provide inputs to the management of incidents, disasters and evacuations.	Existing
LSP Troop C	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall allocate the appropriate emergency services, resources, and vehicle (s) to respond to incidents, and shall provide the capability to override the current allocation to suit the special needs of a current incident.	Existing
LSP Troop C	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between	The center shall receive event scheduling information from Event Promoters.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.		
LSP Troop C	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide information to the media concerning the status of an emergency response.	Existing
LSP Troop C	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall develop, coordinate with other agencies, and store emergency response plans.	Existing
LSP Troop C	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall collect information about the status of the recovery efforts for the infrastructure during disasters.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
Other Emergency Management	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall manage inter-agency coordination of evacuation operations, from initial planning through the evacuation process and reentry.	Existing
Other Emergency Management	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall monitor the progress or status of the evacuation once it begins and exchange tactical plans, prepared during the incident, with allied agencies.	Existing
Other Emergency Management	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall develop and exchange evacuation plans with allied agencies prior to the occurrence of a disaster.	Existing
Other Emergency Management	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other	The center shall coordinate evacuation destinations and shelter needs with shelter	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	providers (e.g., the American Red Cross) in the region.	
Other Emergency Management	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall provide incident command communications with public safety, emergency management, transportation, and other allied response agency centers.	Existing
Other Emergency Management	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall track and maintain resource information and action plans pertaining to the incident command.	Existing
Other Emergency Management	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall provide tactical decision support, resource coordination, and communications integration for first responders to support local management of an incident.	Existing
Other Emergency Management	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It	The center shall allocate the appropriate emergency services, resources, and vehicle (s) to respond to incidents, and shall provide	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	the capability to override the current allocation to suit the special needs of a current incident.	
Other Emergency Management	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall develop, coordinate with other agencies, and store emergency response plans.	Existing
Other Emergency Management	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide the capability to implement response plans and track progress through the incident by exchanging incident information and response status with allied agencies.	Existing
Other Emergency Management	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It	The center shall track the availability of resources and coordinate resource sharing with allied agency centers including traffic, maintenance, or other emergency centers.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.		
Other Public Safety Agencies	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall develop and exchange evacuation plans with allied agencies prior to the occurrence of a disaster.	Existing
Other Public Safety Agencies	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall coordinate evacuation destinations and shelter needs with shelter providers (e.g., the American Red Cross) in the region.	Existing
Other Public Safety Agencies	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall provide incident command communications with public safety, emergency management, transportation, and other allied response agency centers.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
Other Public Safety Agencies	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall provide tactical decision support, resource coordination, and communications integration for first responders to support local management of an incident.	Existing
Other Public Safety Agencies	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall develop, coordinate with other agencies, and store emergency response plans.	Existing
Other Public Safety Agencies	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide the capability to implement response plans and track progress through the incident by exchanging incident information and response status with allied agencies.	Existing
Parish ESInet	DDS Data Access Management	DDS Data Access Management' defines the access mechanisms, structures and restrictions for inbound (from providers) and outbound (to consumers) data.	The data support center shall distribute to other Centers data which has been validated, aggregated, integrated, and sanitized.	Planned
Parish ESInet	DDS Data Access Management	DDS Data Access Management' defines the access mechanisms, structures and restrictions for inbound (from providers) and outbound (to consumers) data.	The data support center shall distribute to Connected Vehicle Roadside Equipment data which has been validated, aggregated, integrated, and sanitized.	Planned
Parish ESInet	DDS Data Access Management	DDS Data Access Management' defines the access mechanisms, structures and restrictions for inbound (from providers) and outbound (to consumers) data.	The data support center shall distribute to personal devices data which has been	Not Applicable



Element Name	Functional Object	Functional Object Description	Requirement	Status
			validated, aggregated, integrated, and sanitized.	
Parish ESInet	DDS Data Access Management	DDS Data Access Management' defines the access mechanisms, structures and restrictions for inbound (from providers) and outbound (to consumers) data.	The data support center shall distribute to Vehicles data which has been validated, aggregated, integrated, and sanitized.	Planned
Parish ESInet	DDS Data Access Management	DDS Data Access Management' defines the access mechanisms, structures and restrictions for inbound (from providers) and outbound (to consumers) data.	The data support center shall provide data consumers with a mechanism for subscribing to data received by the Center.	Planned
Parish ESInet	DDS Data Access Management	DDS Data Access Management' defines the access mechanisms, structures and restrictions for inbound (from providers) and outbound (to consumers) data.	The data support center shall provide data consumers with a mechanism for throttling (or reducing) the data they receive as part of subscriptions.	Planned
Parish ESInet	DDS Data Access Management	DDS Data Access Management' defines the access mechanisms, structures and restrictions for inbound (from providers) and outbound (to consumers) data.	The data support center shall provide metadata parameters (geographic area, data content type, time) as filters for subscription.	Planned
Parish ESInet	DDS Data Access Management	DDS Data Access Management' defines the access mechanisms, structures and restrictions for inbound (from providers) and outbound (to consumers) data.	The data support center shall provide a mechanism for the operator to modify data subscriptions.	Planned
Parish ESInet	DDS Data Access Management	DDS Data Access Management' defines the access mechanisms, structures and restrictions for inbound (from providers) and outbound (to consumers) data.	The data support center shall distribute to Vehicles broadcast data which has been validated, aggregated, integrated, and sanitized.	Planned
Parish ESInet	ITS Management Support	ITS Management Support' provides management of the ITS Object. This includes management of regulatory information and policies, management of application processes, management of communication system configuration and update management, communications interfaces, protocol-specific techniques to ensure interoperability such as service advertisements, communications congestion management and interference management, local device states and communications information, billing management, fault management, service level and performance monitoring.	The ITS Object shall provide its configuration and operational status information to the Service Monitor	Planned
Parish ESInet	ITS Security Support	ITS Security Support' provides communications and system security functions to the ITS Object, including privacy protection functions. It may include firewall, intrusion management, authentication, authorization, profile management, identity management, cryptographic key management. It may include a hardware security module and security management information base.	The ITS Object shall request permissions from the Center that manages permissions requests.	Planned
Parish ESInet	ITS Security Support	ITS Security Support' provides communications and system security functions to the ITS Object, including privacy protection functions. It may include firewall, intrusion management, authentication, authorization, profile management, identity management, cryptographic key management. It may include a hardware security module and security management information base.	The ITS Object shall maintain cryptographic secret information so that those secrets are accessible only to ITS Security Support, and not to any other Functional Object.	Planned
Parish ESInet	WAID Broadcast Services	WAID Broadcast Services' provides wide-area digital broadcast of traveler information to transportation users across a region. It collects traveler information of interest to clientele (either subscribers or the general public) and distributes the traveler information using broadcast data services that are offered in context with entertainment and other data services.		
Personal Devices	Personal Interactive Traveler Information	Personal Interactive Traveler Information' provides traffic information, road conditions, transit information, yellow pages (traveler services) information, special event information, and other traveler information that is specifically tailored based on the traveler's request and/or previously submitted traveler profile information. It also supports interactive services that support enrollment, account management, and	The personal traveler interface shall receive wide-area alerts and present it to the traveler.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		payments for transportation services. The interactive traveler information capability is provided by personal devices including personal computers and personal portable devices such as smart phones.		
Personal Devices	Personal Interactive Traveler Information	Personal Interactive Traveler Information' provides traffic information, road conditions, transit information, yellow pages (traveler services) information, special event information, and other traveler information that is specifically tailored based on the traveler's request and/or previously submitted traveler profile information. It also supports interactive services that support enrollment, account management, and payments for transportation services. The interactive traveler information capability is provided by personal devices including personal computers and personal portable devices such as smart phones.	The personal traveler interface shall receive traffic information from a center and present it to the traveler upon request.	Existing
Personal Devices	Personal Interactive Traveler Information	Personal Interactive Traveler Information' provides traffic information, road conditions, transit information, yellow pages (traveler services) information, special event information, and other traveler information that is specifically tailored based on the traveler's request and/or previously submitted traveler profile information. It also supports interactive services that support enrollment, account management, and payments for transportation services. The interactive traveler information capability is provided by personal devices including personal computers and personal portable devices such as smart phones.	The personal traveler interface shall receive transit information from a center and present it to the traveler upon request.	Existing
Personal Devices	Personal Interactive Traveler Information	Personal Interactive Traveler Information' provides traffic information, road conditions, transit information, yellow pages (traveler services) information, special event information, and other traveler information that is specifically tailored based on the traveler's request and/or previously submitted traveler profile information. It also supports interactive services that support enrollment, account management, and payments for transportation services. The interactive traveler information capability is provided by personal devices including personal computers and personal portable devices such as smart phones.	The personal traveler interface shall support traveler input in audio or manual form.	Existing
Personal Devices	Personal Location Determination	Personal Location Determination' receives current location information and provides this information to other applications that use the location information to provide guidance and emergency notification services. It interfaces with and encapsulates positioning technology such as a GPS receiver that is embedded in the user's device.		
Personal Devices	Personal Pedestrian Safety	Personal Pedestrian Safety' improves pedestrian, cyclist, and other vulnerable road user safety by providing personal location information to the infrastructure that can be used to avoid collisions involving vulnerable road users. It may also alert the vulnerable road user of unsafe conditions, augmenting or extending information provided by signals and signs. The information provided and the user interface delivery mechanism (visual, audible, or haptic) can also be tailored to the needs of the user that is carrying or wearing the device that hosts the application.		
Personal Devices	Personal Traveler Information Reception	Personal Traveler Information Reception' receives formatted traffic advisories, road conditions, traffic regulations, transit information, broadcast alerts, and other general traveler information broadcasts and presents the information to the traveler. The traveler information broadcasts are received by personal devices including personal computers and personal portable devices such as smart phones.	The personal traveler interface shall receive broadcast wide-area alerts and present it to the traveler.	Existing
Personal Devices	Personal Traveler Information Reception	Personal Traveler Information Reception' receives formatted traffic advisories, road conditions, traffic regulations, transit information, broadcast alerts, and other general traveler information broadcasts and presents the information to the traveler. The traveler information broadcasts are received by personal devices including personal computers and personal portable devices such as smart phones.	The personal traveler interface shall receive traffic information from a center and present it to the traveler.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
Personal Devices	Personal Trip Planning and Route Guidance	Personal Trip Planning and Route Guidance' provides a personalized trip plan to the traveler. The trip plan is calculated based on preferences and constraints supplied by the traveler and provided to the traveler for confirmation. Coordination may continue during the trip so that the route plan can be modified to account for new information. Many equipment configurations are possible including systems that provide a basic trip plan to the traveler as well as more sophisticated systems that can provide transition by transition guidance to the traveler along a multi-modal route with transfers. Devices represented by this functional object include desktop computers at home, work, or at major trip generation sites, plus personal devices such as tablets and smart phones.		
Personal Devices	Personal Wayfinding Planning and Route Guidance	Personal Wayfinding Planning and Route Guidance' provides a personalized wayfinding plan to the traveler. The wayfinding plan is calculated based on preferences and constraints supplied by the traveler and provided to the traveler for confirmation. Coordination may continue during the trip so that the route plan can be modified to account for new information. Many equipment configurations are possible including systems that provide a basic wayfinding plan to the traveler as well as more sophisticated systems that can provide transition by transition guidance to the traveler along a wayfinding route. Devices represented by this functional object include devices such as tablets and smart phones as well as desktop computers at home or work.		
Port Fourchon	Fleet Administration	Fleet Administration' provides vehicle tracking, dispatch, and reporting capabilities to fleet management personnel. It gathers current road conditions, commercial vehicle-specific traffic and parking information, prepares vehicle routes, and provides a fleet interface for toll collection. It also provides route plan information for network performance evaluation. As part of the tracking function, it monitors commercial vehicle location, compares it against the known route and notifies the Emergency Management Center and Fleet-Freight Manager of any deviations, including HAZMAT route restriction violations. It supports carrier participation in wireless roadside inspection programs, monitoring geographic trigger areas and providing current safety data on behalf of the commercial vehicles it manages. It supports pre-hiring checks for potential drivers and monitors the performance of each driver who is hired. It also supports ongoing monitoring of the company's safety performance.	The center shall coordinate the response to security incidents and the sharing of security threat information involving commercial vehicles with other agencies including emergency management centers and alerting/advisory systems.	Existing
Port Fourchon	Fleet Administration	Fleet Administration' provides vehicle tracking, dispatch, and reporting capabilities to fleet management personnel. It gathers current road conditions, commercial vehicle-specific traffic and parking information, prepares vehicle routes, and provides a fleet interface for toll collection. It also provides route plan information for network performance evaluation. As part of the tracking function, it monitors commercial vehicle location, compares it against the known route and notifies the Emergency Management Center and Fleet-Freight Manager of any deviations, including HAZMAT route restriction violations. It supports carrier participation in wireless roadside inspection programs, monitoring geographic trigger areas and providing current safety data on behalf of the commercial vehicles it manages. It supports pre-hiring checks for potential drivers and monitors the performance of each driver who is hired. It also supports ongoing monitoring of the company's safety performance.	The center shall access driver records from the appropriate commercial vehicle administration center and use the records to support pre-hiring checks for potential drivers and monitor the performance of each driver hired.	Existing
Port Fourchon	Fleet Administration	Fleet Administration' provides vehicle tracking, dispatch, and reporting capabilities to fleet management personnel. It gathers current road conditions, commercial vehicle-specific traffic and parking information, prepares vehicle routes, and provides a fleet interface for toll collection. It also provides route plan information for network performance evaluation. As part of the tracking function, it monitors commercial vehicle location, compares it against the known route and notifies the Emergency Management Center and Fleet-Freight Manager of any deviations, including HAZMAT route restriction violations. It supports carrier participation in wireless roadside	The center shall monitor the locations and progress of commercial vehicles against their planned routes and raise appropriate warnings based on route monitoring parameters.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		inspection programs, monitoring geographic trigger areas and providing current safety data on behalf of the commercial vehicles it manages. It supports pre-hiring checks for potential drivers and monitors the performance of each driver who is hired. It also supports ongoing monitoring of the company's safety performance.		
Port Fourchon	Fleet Administration	Fleet Administration' provides vehicle tracking, dispatch, and reporting capabilities to fleet management personnel. It gathers current road conditions, commercial vehicle-specific traffic and parking information, prepares vehicle routes, and provides a fleet interface for toll collection. It also provides route plan information for network performance evaluation. As part of the tracking function, it monitors commercial vehicle location, compares it against the known route and notifies the Emergency Management Center and Fleet-Freight Manager of any deviations, including HAZMAT route restriction violations. It supports carrier participation in wireless roadside inspection programs, monitoring geographic trigger areas and providing current safety data on behalf of the commercial vehicles it manages. It supports pre-hiring checks for potential drivers and monitors the performance of each driver who is hired. It also supports ongoing monitoring of the company's safety performance.	The center shall obtain and manage commercial vehicle routes for its fleet of vehicles, taking into account route restrictions, advance payment of tolls, HAZMAT restrictions, current traffic and road conditions, loading zone conditions, and incident information provided by traveler information systems.	Existing
Port Fourchon	Fleet Administration	Fleet Administration' provides vehicle tracking, dispatch, and reporting capabilities to fleet management personnel. It gathers current road conditions, commercial vehicle-specific traffic and parking information, prepares vehicle routes, and provides a fleet interface for toll collection. It also provides route plan information for network performance evaluation. As part of the tracking function, it monitors commercial vehicle location, compares it against the known route and notifies the Emergency Management Center and Fleet-Freight Manager of any deviations, including HAZMAT route restriction violations. It supports carrier participation in wireless roadside inspection programs, monitoring geographic trigger areas and providing current safety data on behalf of the commercial vehicles it manages. It supports pre-hiring checks for potential drivers and monitors the performance of each driver who is hired. It also supports ongoing monitoring of the company's safety performance.	The center shall support an interface with a map update provider, or other appropriate data sources, through which updates of digitized map data can be obtained and used as the background for commercial vehicle fleet administration - includes commercial vehicle specific data such as route or HAZMAT restrictions.	Existing
Port Fourchon	Fleet Administration	Fleet Administration' provides vehicle tracking, dispatch, and reporting capabilities to fleet management personnel. It gathers current road conditions, commercial vehicle-specific traffic and parking information, prepares vehicle routes, and provides a fleet interface for toll collection. It also provides route plan information for network performance evaluation. As part of the tracking function, it monitors commercial vehicle location, compares it against the known route and notifies the Emergency Management Center and Fleet-Freight Manager of any deviations, including HAZMAT route restriction violations. It supports carrier participation in wireless roadside inspection programs, monitoring geographic trigger areas and providing current safety data on behalf of the commercial vehicles it manages. It supports pre-hiring checks for potential drivers and monitors the performance of each driver who is hired. It also supports ongoing monitoring of the company's safety performance.	The center shall provide fleet status information including safety status, routing information, current vehicle information, and emergency information to commercial vehicle operators.	Existing
Port Fourchon	Fleet Administration	Fleet Administration' provides vehicle tracking, dispatch, and reporting capabilities to fleet management personnel. It gathers current road conditions, commercial vehicle-specific traffic and parking information, prepares vehicle routes, and provides a fleet interface for toll collection. It also provides route plan information for network performance evaluation. As part of the tracking function, it monitors commercial vehicle location, compares it against the known route and notifies the Emergency Management Center and Fleet-Freight Manager of any deviations, including HAZMAT route restriction violations. It supports carrier participation in wireless roadside inspection programs, monitoring geographic trigger areas and providing current safety data on behalf of the commercial vehicles it manages. It supports pre-hiring checks for	The center shall send data to its commercial vehicles including dispatch, routing, trigger areas, and special instructions, including alerts and other advisories.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		potential drivers and monitors the performance of each driver who is hired. It also supports ongoing monitoring of the company's safety performance.		
Port Fourchon	Fleet Administration	Fleet Administration' provides vehicle tracking, dispatch, and reporting capabilities to fleet management personnel. It gathers current road conditions, commercial vehicle-specific traffic and parking information, prepares vehicle routes, and provides a fleet interface for toll collection. It also provides route plan information for network performance evaluation. As part of the tracking function, it monitors commercial vehicle location, compares it against the known route and notifies the Emergency Management Center and Fleet-Freight Manager of any deviations, including HAZMAT route restriction violations. It supports carrier participation in wireless roadside inspection programs, monitoring geographic trigger areas and providing current safety data on behalf of the commercial vehicles it manages. It supports pre-hiring checks for potential drivers and monitors the performance of each driver who is hired. It also supports ongoing monitoring of the company's safety performance.	The center shall coordinate intermodal load-matching information including availability of a container, container capacity, available truck, equipment, for use in load matching between peer systems.	Existing
Port Fourchon	Fleet Administration	Fleet Administration' provides vehicle tracking, dispatch, and reporting capabilities to fleet management personnel. It gathers current road conditions, commercial vehicle-specific traffic and parking information, prepares vehicle routes, and provides a fleet interface for toll collection. It also provides route plan information for network performance evaluation. As part of the tracking function, it monitors commercial vehicle location, compares it against the known route and notifies the Emergency Management Center and Fleet-Freight Manager of any deviations, including HAZMAT route restriction violations. It supports carrier participation in wireless roadside inspection programs, monitoring geographic trigger areas and providing current safety data on behalf of the commercial vehicles it manages. It supports pre-hiring checks for potential drivers and monitors the performance of each driver who is hired. It also supports ongoing monitoring of the company's safety performance.	The center shall provide the appropriate emergency management center with information about a Commercial Vehicle or Freight Equipment breach, non-permitted security sensitive hazmat detected at the roadside, route deviation, or Commercial Vehicle Driver / Commercial Vehicle / Freight Equipment assignment mismatches which includes the location of the Commercial Vehicle and appropriate identities.	Existing
Port Fourchon	Fleet Maintenance Management	Fleet Maintenance Management' tracks and monitors diagnostic results, vehicle mileage, inspection records, driver logs, and repair and service records collected from a commercial vehicle fleet equipped with on-board monitoring equipment. The data is used to develop preventative maintenance and repair schedules and repair and service records are maintained.	The fleet maintenance center shall collect and process operational and safety data from its fleet of commercial vehicles - data includes mileage data, repairs, diagnostic data, driver logs, and on-board safety system data.	Existing
Port Fourchon	Freight Administration and Management	Freight Administration and Management' manages the movement of freight from source to destination. It interfaces to intermodal customers to setup and schedule transportation and coordinates with intermodal terminals and freight consolidation stations to coordinate the shipment. It coordinates with the appropriate government agencies to expedite the movement of trucks, their drivers, and their cargo across international borders. The application monitors the status of the freight and freight equipment (container, trailer, or chassis) and monitors freight location and compares it against the planned route.	The center shall support the submission of cargo manifest data to the appropriate government border inspection administration system.	Existing
Port Fourchon	Freight Administration and Management	Freight Administration and Management' manages the movement of freight from source to destination. It interfaces to intermodal customers to setup and schedule transportation and coordinates with intermodal terminals and freight consolidation stations to coordinate the shipment. It coordinates with the appropriate government agencies to expedite the movement of trucks, their drivers, and their cargo across international borders. The application monitors the status of the freight and freight equipment (container, trailer, or chassis) and monitors freight location and compares it against the planned route.	The center shall support the registration of its vehicles, drivers, and cargo for expedited border crossings with the appropriate government border inspection administration system.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
Port Fourchon	Freight Administration and Management	Freight Administration and Management' manages the movement of freight from source to destination. It interfaces to intermodal customers to setup and schedule transportation and coordinates with intermodal terminals and freight consolidation stations to coordinate the shipment. It coordinates with the appropriate government agencies to expedite the movement of trucks, their drivers, and their cargo across international borders. The application monitors the status of the freight and freight equipment (container, trailer, or chassis) and monitors freight location and compares it against the planned route.	The center shall coordinate the shipment of cargo using freight equipment with intermodal freight depots. Information to be coordinated includes information regarding a freight transportation booking and the assigned driver and vehicle scheduled to transport the freight along with cargo movement logs, routing information, and cargo ID.	Existing
Port Fourchon	Freight Administration and Management	Freight Administration and Management' manages the movement of freight from source to destination. It interfaces to intermodal customers to setup and schedule transportation and coordinates with intermodal terminals and freight consolidation stations to coordinate the shipment. It coordinates with the appropriate government agencies to expedite the movement of trucks, their drivers, and their cargo across international borders. The application monitors the status of the freight and freight equipment (container, trailer, or chassis) and monitors freight location and compares it against the planned route.	The center shall collect data from the commercial vehicles carrying freight or from the freight equipment itself. Data includes container, trailer, or chassis information regarding identity, type, location, brake wear data, mileage, seal number/type, door open/close status, chassis bare/covered status, tethered/untethered status, bill of lading, and sensor status.	Existing
Port Fourchon	Freight Administration and Management	Freight Administration and Management' manages the movement of freight from source to destination. It interfaces to intermodal customers to setup and schedule transportation and coordinates with intermodal terminals and freight consolidation stations to coordinate the shipment. It coordinates with the appropriate government agencies to expedite the movement of trucks, their drivers, and their cargo across international borders. The application monitors the status of the freight and freight equipment (container, trailer, or chassis) and monitors freight location and compares it against the planned route.	The center shall provide emergency management information about a particular hazmat load including nature of the load and unloading instructions. May also include hazmat vehicle route and route update information.	Existing
SCPDC	Archive Data Repository	Archive Data Repository' collects data and data catalogs from one or more data sources and stores the data in a focused repository that is suited to a particular set of ITS data users. It includes capabilities for performing quality checks on the incoming data, error notification, and archive to archive coordination. It includes the capability to define a data registry that allows registration of data identifiers or data definitions for interoperable use throughout a region. It supports a broad range of implementations, ranging from simple data marts that collect a focused set of data and serve a particular user community to large-scale data warehouses that collect, integrate, and summarize transportation data from multiple sources and serve a broad array of users within a region. Repositories may be established to support operations planning, performance monitoring and management, and policy and investment decisions.	The center shall respond to requests from the administrator interface function to manage center-sourced data collection.	Existing
SCPDC	Archive Data Repository	Archive Data Repository' collects data and data catalogs from one or more data sources and stores the data in a focused repository that is suited to a particular set of ITS data users. It includes capabilities for performing quality checks on the incoming data, error notification, and archive to archive coordination. It includes the capability to define a data registry that allows registration of data identifiers or data definitions for interoperable use throughout a region. It supports a broad range of implementations, ranging from simple data marts that collect a focused set of data and serve a particular user community to large-scale data warehouses that collect, integrate, and summarize transportation data from multiple sources and serve a broad array of users within a region. Repositories may be established to support operations planning, performance monitoring and management, and policy and investment decisions.	The center shall collect data from centers.	Existing
SCPDC	Archive Data Repository	Archive Data Repository' collects data and data catalogs from one or more data sources and stores the data in a focused repository that is suited to a particular set of ITS data users. It includes capabilities for performing quality checks on the incoming data, error	The center shall collect data catalogs from one or more data sources. A catalog describes the data contained in the collection	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		notification, and archive to archive coordination. It includes the capability to define a data registry that allows registration of data identifiers or data definitions for interoperable use throughout a region. It supports a broad range of implementations, ranging from simple data marts that collect a focused set of data and serve a particular user community to large-scale data warehouses that collect, integrate, and summarize transportation data from multiple sources and serve a broad array of users within a region. Repositories may be established to support operations planning, performance monitoring and management, and policy and investment decisions.	of archived data and may include descriptions of the schema or structure of the data, a description of the contents of the data; e.g., time range of entries, number of entries; or a sample of the data (e. g. a thumbnail).	
SCPDC	Archive Government Reporting	Archive Government Reporting' selects and formats data residing in an ITS archive to facilitate local, state, and federal government data reporting requirements. It provides transportation system statistics and performance measures in required formats to support investment and policy decisions.	The center shall respond to requests for government report data.	Existing
SCPDC	Archive Government Reporting	Archive Government Reporting' selects and formats data residing in an ITS archive to facilitate local, state, and federal government data reporting requirements. It provides transportation system statistics and performance measures in required formats to support investment and policy decisions.	The center shall provide the applicable meta-data for any ITS archived data to satisfy government reporting system requests. Meta-data may include attributes that describe the source and quality of the data and the conditions surrounding the collection of the data.	Existing
Terrebonne General Hospital	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall retrieve information from public health systems to plan for and implement evacuations or in-place sheltering for biological, chemical, radiation, and other public health emergencies.	Existing
Terrebonne General Hospital	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and	The center shall develop and exchange evacuation plans with allied agencies prior to the occurrence of a disaster.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.		
Terrebonne General Hospital	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide the capability to implement response plans and track progress through the incident by exchanging incident information and response status with allied agencies.	Existing
Terrebonne General Hospital	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall develop, coordinate with other agencies, and store emergency response plans.	Existing
Terrebonne Parish Consolidated Government	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall receive potential incident information from social media sources to support the early warning system.	Existing
Terrebonne Parish Consolidated Government	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall monitor information from Alerting and Advisory Systems such as the Information Sharing and Analysis Centers (ISACs), the National Infrastructure Protection Center (NIPC), the Homeland Security Advisory System (HSAS), etc. The information may include assessments (general incident and vulnerability awareness information), advisories (identification of threats or recommendations to increase preparedness levels), or alerts (information on imminent or in-progress emergencies).	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
Terrebonne Parish Consolidated Government	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall receive incident information from other transportation management centers to support the early warning system.	Existing
Terrebonne Parish Consolidated Government	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall support the entry of alert and advisory information directly from the emergency system operator.	Existing
Terrebonne Parish Consolidated Government	Emergency Environmental Monitoring	Emergency Environmental Monitoring' collects current and forecast road conditions and surface weather information from a variety of sources. The collected environmental information is monitored and presented to the operator and used to more effectively manage incidents.	The center shall collect road network conditions data, including advisories, from traffic management and traveler information centers.	Existing
Terrebonne Parish Consolidated Government	Emergency Environmental Monitoring	Emergency Environmental Monitoring' collects current and forecast road conditions and surface weather information from a variety of sources. The collected environmental information is monitored and presented to the operator and used to more effectively manage incidents.	The center shall collect current and forecast road and weather information from weather service providers (such as the National Weather Service and value-added sector specific meteorological services).	Existing
Terrebonne Parish Consolidated Government	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall manage coordinated inter-agency responses to and recovery from large-scale emergencies. Such agencies include traffic management, transit, maintenance and construction management, rail operations, and other emergency management agencies.	Existing
Terrebonne Parish Consolidated Government	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide strategic emergency response capabilities provided by an Emergency Operations Center for large-scale incidents and disasters.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
Terrebonne Parish Consolidated Government	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall develop, coordinate with other agencies, and store emergency response plans.	Existing
Terrebonne Parish Consolidated Government	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide the capability to implement response plans and track progress through the incident by exchanging incident information and response status with allied agencies.	Existing
Terrebonne Parish Consolidated Government	Emergency Secure Area Sensor Management	Emergency Secure Area Sensor Management' manages sensors that monitor secure areas in the transportation system, processes the collected data, performs threat analysis in which data is correlated with other sensor, surveillance, and advisory inputs, and then disseminates resultant threat information to emergency personnel and other agencies. In response to identified threats, the operator may request activation of barrier and safeguard systems to preclude an incident, control access during and after an incident or mitigate impact of an incident. The sensors may be in secure areas frequented by travelers (i.e., transit stops, transit stations, rest areas, park and ride lots, modal interchange facilities, on-board a transit vehicle, etc.) or around transportation infrastructure such as bridges, tunnels and transit railways or guideways. The types of sensors include acoustic, threat (e.g. chemical agent, toxic industrial chemical, biological, explosives, and radiological sensors), infrastructure condition and integrity, motion and object sensors.		
Terrebonne Parish Consolidated Government	Emergency Secure Area Surveillance	Emergency Secure Area Surveillance' monitors surveillance inputs from secure areas in the transportation system. The surveillance may be of secure areas frequented by travelers (i.e., transit stops, transit stations, rest areas, park and ride lots, modal interchange facilities, on-board a transit vehicle, etc.) or around transportation infrastructure such as bridges, tunnels and transit railways or guideways. It provides both video and audio surveillance information to emergency personnel and automatically alerts emergency personnel of potential incidents.		



Element Name	Functional Object	Functional Object Description	Requirement	Status
Terrebonne Parish Consolidated Government	MCM Incident Management	MCM Incident Management' supports maintenance and construction participation in coordinated incident response. Incident notifications are shared, incident response resources are managed, and the overall incident situation and incident response status is coordinated among allied response organizations.	The maintenance center shall receive information indicating the damage sustained by transportation assets, derived from aerial surveillance, field reports, inspections, tests, and analyses to support incident management.	Existing
Terrebonne Parish Consolidated Government	MCM Incident Management	MCM Incident Management' supports maintenance and construction participation in coordinated incident response. Incident notifications are shared, incident response resources are managed, and the overall incident situation and incident response status is coordinated among allied response organizations.	The maintenance center shall exchange alert information and status with emergency management centers. The information includes notification of a major emergency such as a natural or man-made disaster, civil emergency, or child abduction. The information may include the alert originator, the nature of the emergency, the geographic area affected by the emergency, the effective time period, etc.	Existing
Terrebonne Parish Consolidated Government	MCM Incident Management	MCM Incident Management' supports maintenance and construction participation in coordinated incident response. Incident notifications are shared, incident response resources are managed, and the overall incident situation and incident response status is coordinated among allied response organizations.	The maintenance center shall exchange incident and threat information with emergency management centers as well as traffic management centers; including notification of existence of incident and expected severity, location, time and nature of incident.	Existing
Terrebonne Parish Library (Main Branch)	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall coordinate evacuation destinations and shelter needs with shelter providers (e.g., the American Red Cross) in the region.	Existing
Terrebonne Parish Library (Main Branch)	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations	The center shall develop and exchange evacuation plans with allied agencies prior to the occurrence of a disaster.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.		
Terrebonne Parish Library (Main Branch)	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide strategic emergency response capabilities provided by an Emergency Operations Center for large-scale incidents and disasters.	Existing
Terrebonne Parish Library (Main Branch)	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall develop, coordinate with other agencies, and store emergency response plans.	Existing
TPCG Consolidated Water Works	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and	The center shall provide evacuation information to traffic, transit, maintenance and construction, rail operations, and other emergency management centers as needed.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.		
TPCG Consolidated Water Works	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall collect information about the status of the recovery efforts for the infrastructure during disasters.	Existing
TPCG Consolidated Water Works	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide the capability for center personnel to provide inputs to the management of incidents, disasters and evacuations.	Existing
TPCG Consolidated Water Works	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide the capability to remotely control and monitor CCTV systems normally operated by a traffic management center.	Existing
TPCG Government Tower	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected	The center shall monitor the progress or status of the evacuation once it begins and	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	exchange tactical plans, prepared during the incident, with allied agencies.	
TPCG Government Tower	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall coordinate evacuation destinations and shelter needs with shelter providers (e.g., the American Red Cross) in the region.	Existing
TPCG Government Tower	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall request traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes.	Existing
TPCG Government Tower	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the	The center shall monitor the progress of the reentry process.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.		
TPCG Government Tower	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall provide evacuation information to traffic, transit, maintenance and construction, rail operations, and other emergency management centers as needed.	Existing
TPCG Government Tower	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall provide traveler information systems with evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary and when it is safe to return.	Existing
TPCG Government Tower	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan.	The center shall provide an interface to the emergency system operator to enter evacuation plans and procedures and present the operator with other agencies' plans.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.		
TPCG Government Tower	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall manage inter-agency coordination of evacuation operations, from initial planning through the evacuation process and reentry.	Existing
TPCG Government Tower	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall develop and exchange evacuation plans with allied agencies prior to the occurrence of a disaster.	Existing
TPCG Government Tower	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource	The center shall request resources from transit agencies as needed to support the evacuation.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
		requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.		
TPCG Government Tower	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall develop, coordinate with other agencies, and store emergency response plans.	Existing
TPCG Government Tower	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide the capability to implement response plans and track progress through the incident by exchanging incident information and response status with allied agencies.	Existing
TPCG Government Tower	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It	The center shall allocate the appropriate emergency services, resources, and vehicle (s) to respond to incidents, and shall provide the capability to override the current allocation to suit the special needs of a current incident.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.		
TPCG Government Tower	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall manage coordinated inter-agency responses to and recovery from large-scale emergencies. Such agencies include traffic management, transit, maintenance and construction management, rail operations, and other emergency management agencies.	Existing
TPCG Government Tower	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide strategic emergency response capabilities provided by an Emergency Operations Center for large-scale incidents and disasters.	Existing
TPCG Government Tower	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall track the availability of resources and coordinate resource sharing with allied agency centers including traffic, maintenance, or other emergency centers.	Existing
TPCG IT Office	Archive Data Repository	Archive Data Repository' collects data and data catalogs from one or more data sources and stores the data in a focused repository that is suited to a particular set of ITS data users. It includes capabilities for performing quality checks on the incoming data, error		



Element Name	Functional Object	Functional Object Description	Requirement	Status
		notification, and archive to archive coordination. It includes the capability to define a data registry that allows registration of data identifiers or data definitions for interoperable use throughout a region. It supports a broad range of implementations, ranging from simple data marts that collect a focused set of data and serve a particular user community to large-scale data warehouses that collect, integrate, and summarize transportation data from multiple sources and serve a broad array of users within a region. Repositories may be established to support operations planning, performance monitoring and management, and policy and investment decisions.		
TPCG IT Office	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall provide an interface to the emergency system operator to enter evacuation plans and procedures and present the operator with other agencies' plans.	Existing
TPCG IT Office	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall provide evacuation information to traffic, transit, maintenance and construction, rail operations, and other emergency management centers as needed.	Existing
TPCG Pollution Control	Emergency Environmental Monitoring	Emergency Environmental Monitoring' collects current and forecast road conditions and surface weather information from a variety of sources. The collected environmental information is monitored and presented to the operator and used to more effectively manage incidents.	The center shall provide the road and weather warning and advisories to the emergency responders.	Existing
TPCG Pollution Control	Emergency Environmental Monitoring	Emergency Environmental Monitoring' collects current and forecast road conditions and surface weather information from a variety of sources. The collected environmental information is monitored and presented to the operator and used to more effectively manage incidents.	The center shall assimilate current and forecast road conditions and surface weather information to support incident management.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
TPCG Public Works Division	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall develop and exchange evacuation plans with allied agencies prior to the occurrence of a disaster.	Existing
TPCG Public Works Division	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall provide evacuation information to traffic, transit, maintenance and construction, rail operations, and other emergency management centers as needed.	Existing
TPCG Utilities Division	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall provide evacuation information to traffic, transit, maintenance and construction, rail operations, and other emergency management centers as needed.	Existing

