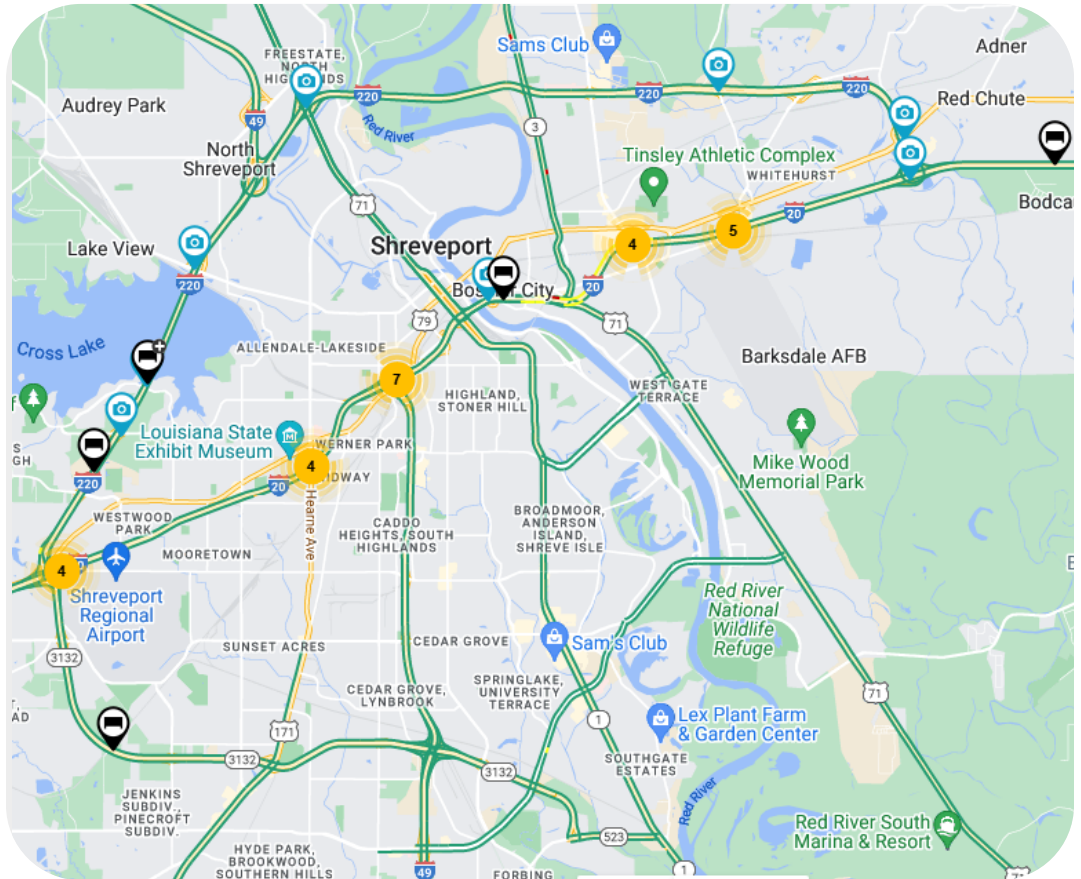


In Association with



# Shreveport-Bossier City Regional Intelligent Transportation Systems Architecture Report



Prepared for:



LOUISIANA DEPARTMENT OF  
TRANSPORTATION & DEVELOPMENT

**December 17, 2024**



# **Shreveport-Bossier City 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**

**December 17, 2024**

# Table of Contents

1	Background .....	1
2	Architecture Scope .....	2
2.1	Temporal Scope.....	3
2.2	Geographic Scope .....	3
2.3	Service Scope .....	3
2.4	Records and Updates .....	3
3	Relationship to Regional Planning.....	5
4	ITS Stakeholders .....	6
5	ITS System Inventory.....	9
5.1	Existing Regional ITS Systems and Operations .....	9
5.2	Transportation Needs .....	13
5.2.1	Incident Management .....	13
5.2.2	Emergency Management.....	14
5.2.3	Motorist Assistance Patrol (MAP) .....	14
5.2.4	CCTV Camera .....	15
5.2.5	Dynamic Message Signs.....	18
5.2.6	Communications.....	19
5.2.7	Vehicle Detection .....	19
5.2.8	Shreveport Transportation Management Center (TMC) .....	19
5.2.9	ITS Notifications .....	19
5.2.10	Relocation of Existing ITS Devices.....	20
5.2.11	Connected and Autonomous Vehicles .....	20
5.2.12	EV Charging & Alternative Fuel Stations .....	21
5.2.13	Automated Traffic Enforcement .....	22
5.2.14	Automated Incident Detection (AID) .....	23
5.2.15	Smart Crosswalks and Pedestrian Warning Systems .....	23
5.2.16	Travel Time Systems.....	25
5.3	Desired Regional ITS Systems and Operations .....	25
5.3.1	Real-Time Incident Alerts .....	25
5.3.2	Smart Parking Systems .....	25
5.3.3	Emergency Vehicle Preemption (EVP) .....	26



5.3.4	Transit Signal Priority.....	26
5.3.5	Predictive Maintenance on Infrastructure .....	27
5.3.6	Mobility-as-a-Service (MaaS).....	27
5.3.7	Adaptive Traffic Signals .....	28
5.3.8	Road Weather Information Systems.....	28
6	ITS Services .....	29
7	System Interfaces .....	29
8	Operational Concept .....	29
8.1	ITS Deployment Plan.....	30
8.2	Operations and Maintenance of Regional ITS .....	35
9	Functional Requirements.....	35
10	Standards.....	35
11	Agreements.....	37
12	Maintenance Plan .....	38
12.1	Why Maintain a Regional ITS Architecture .....	38
12.2	Who Maintains the Regional ITS Architecture .....	39
12.3	When to Update the Regional ITS Architecture .....	40
12.4	What Will be Maintained? .....	42
12.5	How Will the Architecture be Maintained? .....	43
Appendix A – Architecture Flow Definitions		
Appendix B – ITS Architecture Flow Diagrams		
Appendix C – Copies of Agreements		
Appendix D – Stakeholder Meeting Minutes		
Appendix E – Existing ITS Field Devices		
Appendix F – ITS Services		
Appendix G – Operational Concepts		
Appendix H – Functional Requirements		





# Listing of Figures & Tables

Figure 1: Geographic Area Covered by NLCOG .....	4
Figure 2: Geographic Area Covered by LADOTD District 04 (urbanized area in gray) .....	5
Table 1: Transportation Goals .....	6
Table 2: Shreveport-Bossier City ITS Architecture Stakeholders .....	6
Table 3: ITS Elements .....	10
Figure 3: MAP Routes operated in the Shreveport-Bossier City Region .....	15
Table 4: Proposed CCTV Camera Locations .....	15
Table 5: Proposed DMS Locations .....	18
Figure 4: Freight Corridors in the Shreveport-Bossier City Region.....	21
Figure 5: Alternative Fuel Station Locations within the Shreveport-Bossier City Region.....	22
Figure 6: City of Shreveport Existing (Blue) and Proposed (Red) Bicycle Trails .....	24
Figure 7: Existing Transit Routes for SporTran in the Shreveport-Bossier City Region .....	27
Table 6: Proposed ITS Projects .....	31
Table 7: ITS Standards .....	36

## 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
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
NLCOG	Northwest Louisiana Council of Governments
NTCIP	National Transportation Communications for ITS Protocol
NWLA	Northwest Louisiana
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
SDO	standard development organization
TIM	traffic incident management
TMC	traffic management center
VRU	Vulnerable Road Users



# 1 Background

This regional architecture report defines the existing and proposed regional Intelligent Transportation Systems (ITS) architecture for the Shreveport-Bossier City region of Louisiana. This geographic region of this architecture is contained within Caddo and Bossier Parishes. 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 Shreveport-Bossier City 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 Shreveport-Bossier City 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 is 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 Shreveport-Bossier City Regional ITS architecture encompasses a region within the following parishes:

1. Caddo Parish
2. Bossier Parish

The Northwest Louisiana Council of Governments (NLCOG), a four-parish organization, is the MPO for this region and supports planning for this Shreveport-Bossier City area. NLCOG is responsible for conducting a comprehensive assessment of transportation planning across the four-parish region which encompasses the Shreveport-Bossier City urbanized region, shown in **Figure 1**. This urbanized region, within Caddo and Bossier Parishes, falls under the jurisdiction of Louisiana Department of Transportation and Development (LADOTD) District 04. **Figure 2** depicts this geographic region of LADOTD District 04.

## 2.3 Service Scope

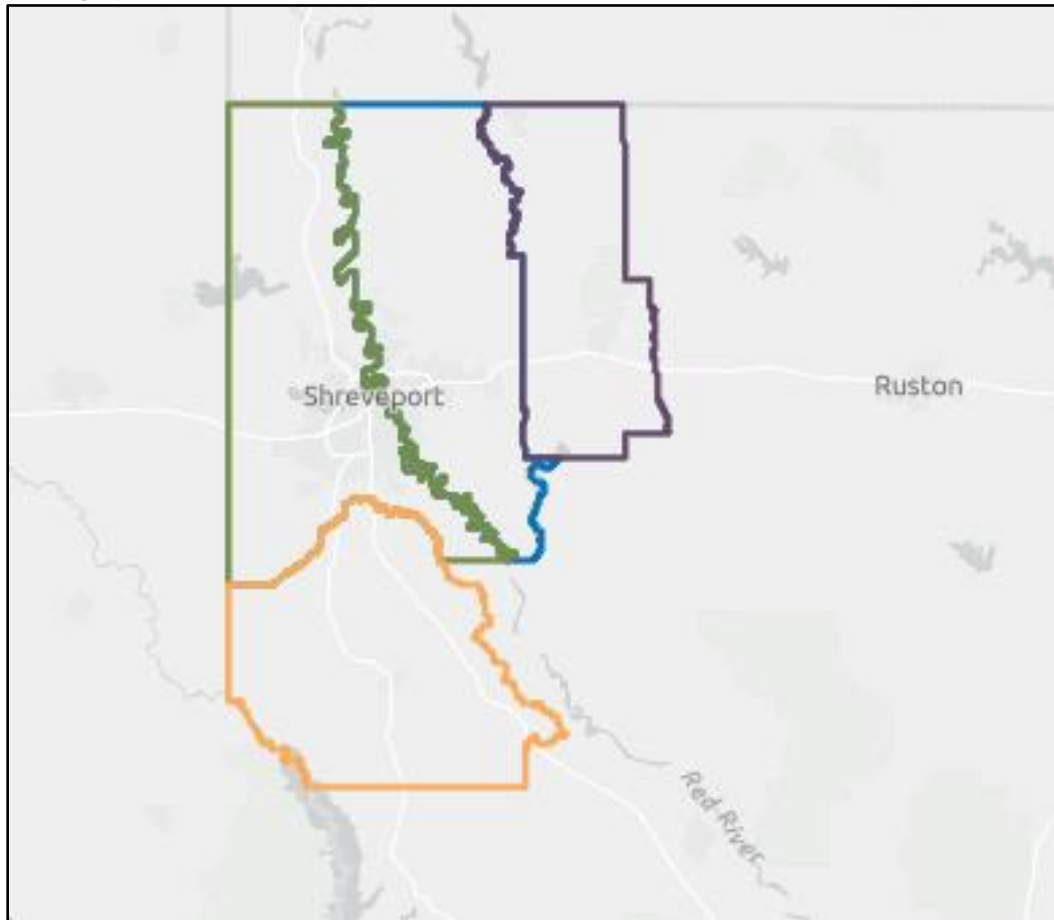
The regional ITS architecture serves as a roadmap for integrating transportation systems within a defined geographic area. Developed collaboratively by regional transportation agencies, the architecture encompasses all modes of transportation and all roads in the region. The architecture outlines how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

From a planning perspective, the architecture supports the objectives of the region and caters to the specific needs of transportation planning agencies. The architecture 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.

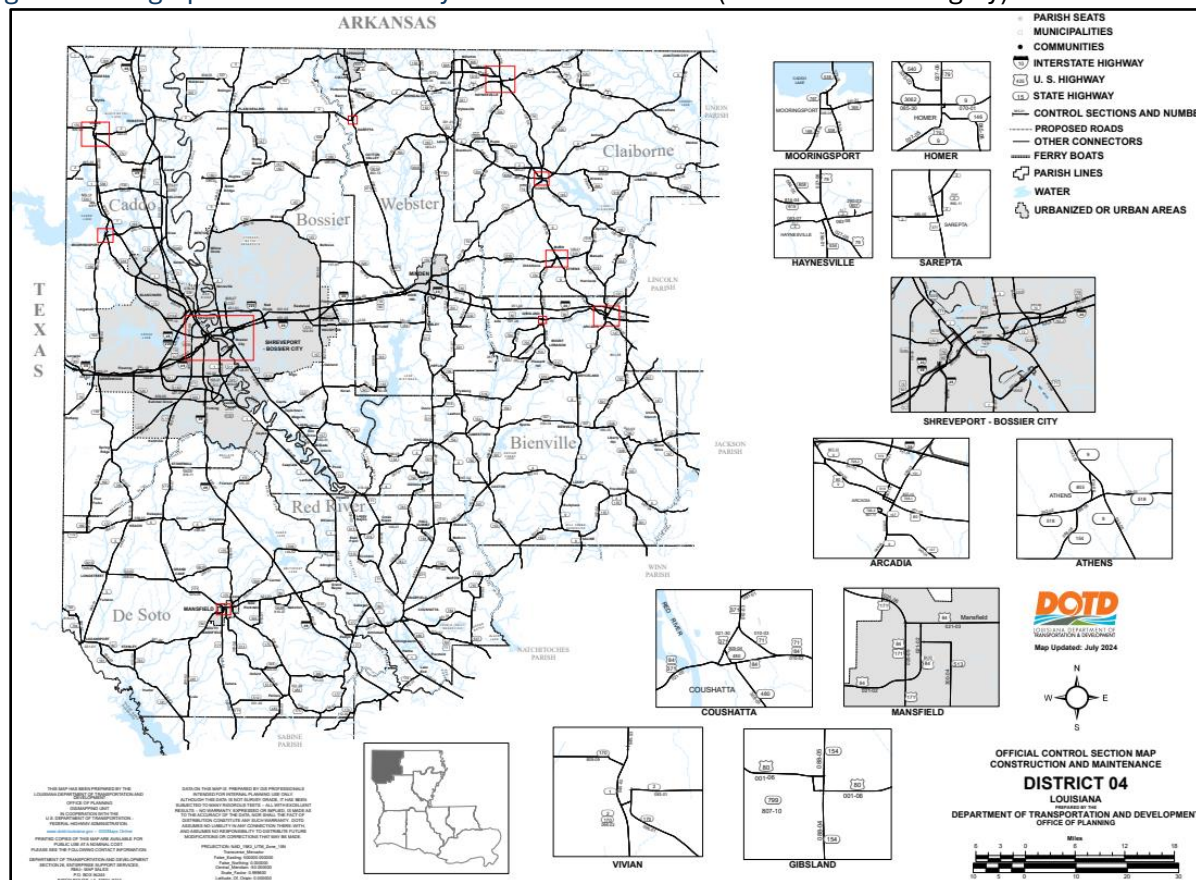
## 2.4 Records and Updates

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



Figure 1: Geographic Area Covered by NLCOG<sup>1</sup>

<sup>1</sup> A high resolution, interactive NLCOG boundary map is located on their website at: <https://nlcog-ratp-atginc.hub.arcgis.com/>.

Figure 2: Geographic Area Covered by LADOTD District 04<sup>2</sup> (urbanized area in gray)

### 3 Relationship to Regional Planning

The Shreveport-Bossier City regional ITS architecture is the framework that links operational and maintenance goals to strategic initiatives. Integrated enhancements within the transportation system are implemented 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**.

<sup>2</sup> A high resolution LADOTD District 04 map is located on LADOTD's website at: [http://wwwsp.dotd.la.gov/Inside\\_LaDOTD/Divisions/Multimodal/Data\\_Collection/Mapping/District%20Maps/District\\_04.pdf](http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Multimodal/Data_Collection/Mapping/District%20Maps/District_04.pdf).



Table 1: Transportation Goals

Name	Description	Performance Measure
<b>Safety</b>	Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.	Crashes/MVM Fatalities per year
<b>Infrastructure Condition</b>	To maintain the highway infrastructure asset system in a state of good repair	Condition Index
<b>Congestion Reduction</b>	To achieve a significant reduction in congestion on the National Highway System	Travel Time
<b>System Reliability</b>	To improve the efficiency of the surface transportation system	Road closures
<b>Freight Movement and Economic Vitality</b>	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
<b>Environmental Sustainability</b>	To enhance the performance of the transportation system while protecting and enhancing the natural environment.	Decibel (dB) VOC, CO, NOx
<b>Reduced Project Delivery Delays</b>	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 an effective 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 Shreveport-Bossier City 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 architecture. Section 5 delves into the ITS system inventory and explains how these stakeholders are interconnected with specific elements within it.

Table 2: Shreveport-Bossier City ITS Architecture Stakeholders

Stakeholder Name	Stakeholder Description
<b>Bossier City</b>	As of the 2020 Census, the city had a total population of 67,701. Bossier City is closely tied to its larger sister city Shreveport, located on the western bank of the Red River. The Shreveport-Bossier City metropolitan area is the center of the region known as the Ark-La-Tex. The parish courthouse is located in Benton about 12 miles (19 km) to the north of Bossier City.





Stakeholder Name	Stakeholder Description
<b>Bossier Parish</b>	Bossier Parish has a population of 128,746 as of 2020 census. The principal city is Bossier City, which is located east of the Red River from Shreveport, the seat of Caddo Parish.. Bossier Parish is part of the Shreveport–Bossier City Metropolitan Statistical Area as well as the Shreveport–Bossier City–Minden Combined Statistical Area. The parish seat is Benton.
<b>Caddo Parish</b>	Caddo Parish seat is Shreveport. As of 2020, the population was 237,848. It is part of the larger Shreveport–Bossier City–Minden Combined Statistical Area, it is the largest parish in the Shreveport–Bossier City Metropolitan Statistical Area and the sixth largest parish in Louisiana.
<b>Caddo Parish 9-1-1</b>	This facility had approximately 9,900 square feet of space. During the original design of the ECC in 1986-87, it was planned that all three public safety agencies would be co-located in one facility: Shreveport Police, Fire Communications Divisions and the Caddo Parish Sheriff's Communications operations. However, in late 1987, it was decided that an alternate back up PSAP (Public Safety Answering Point) would be constructed within the Courthouse. As a result the ECC design was altered to exclude the Sheriff's Operations. However, space was allocated for future growth and the possibility of additional equipment and staff. In addition to the public safety communications personnel, the ECC also houses the 9-1-1 Administrative Staff. The facility also serves as an Emergency Operations Center for use by the Caddo/Bossier Office of Emergency Preparedness to be activated during a natural disaster or major emergency.
<b>Caddo-Bossier Port Commission</b>	The Port of Shreveport-Bossier is owned and operated by the Caddo-Bossier Port Commission.
<b>Cities</b>	This reflects the stakeholder group performing the functions of Bossier City and City of Shreveport.
<b>City of Shreveport</b>	Shreveport is the fourth largest city in Louisiana. It is the principal city of the fourth largest metropolitan area in the state of Louisiana and is the 137th-largest city in the United States. It is the seat of Caddo Parish and extends along the Red River (most notably at Wright Island, the Charles and Marie Hamel Memorial Park, and Bagley Island) into neighboring Bossier Parish. Bossier City is separated from Shreveport by the Red River. The population was 187,593 at the 2020 census. The Shreveport-Bossier City Metropolitan Statistical Area ranks 145th in the United States, according to the United States Census Bureau (2023 Estimate).
<b>Drivewyze</b>	Smart Roadways connects transportation agencies to North America's largest connected truck network. Deliver real-time and location-based alerts that reduce the risk of crashes and support transportation safety programs.
<b>Electric Charging Station Providers</b>	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.
<b>Kansas City Southern Railway Company</b>	Kansas City Southern is a Class I railroad and has one of its major hubs in Shreveport, Louisiana.



Stakeholder Name	Stakeholder Description
<b>LADOTD</b>	Louisiana Department of Transportation and Development (LA DOTD) is an arm of the Louisiana government responsible for state-wide transportation. The LA DOTD 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 as well as for the entire state. The specific systems/facilities included in this group are ATM/EOC Center, 511 System, etc.
<b>Local Emergency Medical Providers</b>	This includes local hospitals and emergency medical service providers (i.e., ambulance, air vac, etc) that are components of emergency management.
<b>Local Public Safety Agencies</b>	Responsible for operating local police, fire, and EMS offices and vehicles throughout region. This stakeholder group includes all the regional agencies that are involved in emergency, fire, police, and other public safety/emergency response activities.
<b>Local Railroad</b>	BNSF and Kansas City Railroad operate in Shreveport and Bossier City. Mainly shipping cargo in and through the area.
<b>Louisiana State Police (Troop G)</b>	Louisiana State Police agency is responsible for operating Louisiana State Police Centers. Includes Computer Aided Dispatch database, which collects incident/emergency detection, dispatch, response, and status information related to the Louisiana State Police officers/equipment. Also responsible for Louisiana State Police vehicles. Troop G is conveniently located in Bossier Parish at the intersection of Industrial Drive and Interstate 20. Troop G encompasses seven (7) individual Louisiana parishes. These are Bienville, Bossier, Caddo, Claiborne, De Soto, Red River and Webster.
<b>Media</b>	This stakeholder group includes local TV/Radio Channels, and print media that is responsible for receiving and distributing transportation information like traffic conditions, incidents and road weather conditions.
<b>Northwest Louisiana Council of Governments (NLCOG)</b>	<p>The Northwest Louisiana Council of Governments (NLCOG) is an intergovernmental association of local governments established to assist in planning for common needs, cooperating for the mutual benefit, and coordinating for sound regional development.</p> <p>NLCOG serves as the Regional Planning Council and its purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions for the benefit of the community.</p> <p>This is achieved by developing and implementing constructive and workable policies and programs for solving area wide problems. These issues include, but are not limited to, matters affecting transportation, economic, healthy, safety, welfare, education, and regional development issues.</p>

Stakeholder Name	Stakeholder Description
<b>Public</b>	Members of the general public own and operate various devices/systems to access ITS information, including PDAs, cell phones, and personal computers.
<b>Shreveport Airport Authority</b>	The Shreveport Airport Authority is responsible for the maintenance and operation of the airport in the Shreveport area. There are two airports: Shreveport Regional Airport and Shreveport Downtown Airport. These airports serve residents of Shreveport, North Louisiana, Southwest Arkansas, East Texas and beyond.
<b>Shreveport Police</b>	The Shreveport Police Department is a customer service oriented agency dedicated to serving and protecting the citizens of Shreveport, Louisiana. Our mission is to provide outstanding police services by working in partnership with the community and to maintain a safe environment that contributes to the quality of life for all citizens in the Shreveport area. The Shreveport Police Department handles more than 250,000 calls for service each year. Roughly 575 sworn police officers are employed, handling everything from patrol to investigations to traffic enforcement.
<b>SPORTAN</b>	Shreveport Transit Management, Inc.

## 5 ITS System Inventory

The Shreveport-Bossier City regional ITS architecture update is built upon an inventory of existing and proposed intelligent transportation systems. Stakeholders from throughout the region contribute to the development of this ITS inventory, and 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 ITS architecture implemented. At the state level, ITS communications are managed from the Shreveport TMC, daily, and the Statewide TMC, as needed. The Shreveport TMC coordinates with other operations personnel, including Motorist Assistance Patrol (MAP), first responders, and law enforcement. 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 TMCs can verify incidents using CCTV footage, including details such as lane blockages, the number of vehicles involved, and traffic congestion.



Table 3: ITS Elements

Element Name	Element Description	Stakeholder	Element Status
<b>Bossier City Traffic Operations</b>	This element represents traffic operations or traffic engineering for the parish that is responsible for traffic management activities. The typical activities include traffic monitoring, traffic data collection, traffic signal operations, and other traffic management related activities. This also includes communicating with Traffic Management Centers (TMCs) and other departments, such as maintenance, for roadway maintenance activities.	Bossier City	Existing
<b>Bossier City Traffic Signal System</b>	Roadside equipment includes any and all equipment distributed on and along the roadway which monitors and controls traffic.	Bossier City	Existing
<b>Bossier Parish Communications District 911</b>	This element represents the City of Bossier 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 City of Bossier.	Bossier Parish	Existing
<b>Bossier Parish Police Jury</b>	Bossier Parish Police Jury is made up of 12 jurors who represent various districts throughout the parish. This group is responsible for the government of the parish.	Bossier Parish	Existing
<b>Caddo Parish Commission</b>	The Caddo Parish Commission (the "Commission") is the governing authority for the Parish of Caddo and is a political subdivision of the State of Louisiana. The Commission consists of twelve members called commissioners who are elected to four-year terms from single member districts. The Commission sets policy and establishes programs in such fields as criminal and juvenile justice, highways and streets, sanitation, planning and zoning, public health and welfare, libraries, culture and recreational facilities, economic development and general administrative services.	Caddo Parish	Existing
<b>Caddo Parish Communications District 911/Emergency Management Agencies</b>	The Caddo Parish 9-1-1 oversee the various communications systems and the Emergency Communications Center. The Caddo Parish 9-1-1 work with the various public safety agencies to provide the citizens of Caddo Parish with the most technically advanced 9-1-1 system available today and to ensure that the agencies are efficiently trained on the communications equipment that assist them in performing their duties with the highest level of proficiency. The communications personnel who answer 9-1-1 calls for emergencies are employed by the Shreveport Fire Department, Shreveport Police Department and the Caddo Sheriff's Office.	Caddo Parish 9-1-1	Existing
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	This element represents the emergency management planning agency for Caddo and Bossier parishes. Each parish has an Office of Homeland Security and Emergency Preparedness which works with local agencies and the Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP).	Local Public Safety Agencies	Existing
<b>City of Shreveport Police Department</b>	This element represents City of Shreveport Police Department dispatch center.	City of Shreveport	Existing
<b>City of Shreveport School Zone Field Equipment</b>	The represents the automated school zone speed enforcement field equipment.	City of Shreveport	Existing
<b>City of Shreveport Traffic Engineering</b>	Shreveport Traffic Engineering is responsible for the design, installation, and maintenance of traffic signs and signals throughout the City. It maintains the City's computerized traffic signal system and conducts traffic surveys where modifications are being proposed. It responds to requests for street lights, one-way streets, restricted parking, maintains parking meters, speed limits, provides street striping, and handles barricade requests for	City of Shreveport	Existing



Element Name	Element Description	Stakeholder	Element Status
	all departments. The Traffic Engineer is responsible for an operating budget of \$3.6 million. Traffic Engineering is comprised of 39 employees.		
<b>Commercial Vehicle OBE</b>	The Commercial Vehicle On-Board Equipment (OBE) resides in a commercial vehicle and provides the sensory, processing, storage, and communications functions necessary to support safe and efficient commercial vehicle operations. It provides two-way communications between the commercial vehicle drivers, their fleet managers, attached freight equipment, and roadside officials	Drivewyze	Existing
<b>DOTD District 04 Traffic Data Archive</b>	This element provides traveler information service from LADOTD in conjunction with private partner.	LADOTD	Existing
<b>DOTD District 04 Traffic Operations</b>	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 signal operations, and other traffic management related activities. This also includes communicating with TMCs and other departments like maintenance for roadway maintenance activities.	LADOTD	Existing
<b>DOTD District 04 Traffic Signal System</b>	This element represents traffic signals operated and maintained by the District	LADOTD	Existing
<b>DOTD EV Management</b>	The element 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.	LADOTD	Existing
<b>DOTD ITS Field Equipment</b>	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, environmental sensors, highway advisory radios, dynamic message signs, CCTV cameras and video image processing systems, and grade crossing warning systems.	LADOTD	Existing
<b>DOTD ITS Section</b>	This element represents ITS Section (Section 56) under the LADOTD. 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
<b>DOTD MAP</b>	This element represents the Motorist Assistance Patrol (MAP) vehicles contracted by DOTD's ITS Section, but operated and maintained by the DOTD's District Offices.	LADOTD	Existing
<b>DOTD Social Media</b>	Facebook and Twitter	LADOTD	Existing
<b>DOTD Statewide TMC</b>	This element represents traffic operations center that is responsible for traffic management activities throughout the state. 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 like maintenance for roadway maintenance activities.	LADOTD	Existing
<b>Drivewyze Management Center</b>	The element provides the capability for commercial drivers and fleet-freight managers to receive real-time routing information and access databases containing vehicle and/or freight equipment	Drivewyze	Existing



Element Name	Element Description	Stakeholder	Element Status
	locations as well as carrier, vehicle, freight equipment and driver information.		
<b>Electric Vehicle Charging Station</b>	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.	Electric Charging Station Providers	Planned
<b>Local Emergency Medical</b>	Local hospitals as well as local emergency medical service providers (e.g. emergency rescue, ambulance, etc)	Local Emergency Medical Providers	Existing
<b>Local Emergency Operations Centers</b>	This element represents emergency dispatch centers operated by local agencies including 911, emergency, and fire response dispatch center.	Local Public Safety Agencies	Existing
<b>Local Print and Broadcast Channels</b>	Local Newspapers as well as radio and television broadcast providing transportation information	Media	Existing
<b>Local Public Safety Agencies</b>	This element represents the city/town (local) police, sheriff, fire, and other emergency operations within the Shreveport-Bossier area.	Local Public Safety Agencies	Existing
<b>Local Sheriffs Departments</b>	This element represents the parish sheriff's office including its dispatch, patrol vehicles, communications, and the CAD system.	Local Public Safety Agencies	Existing
<b>Louisiana 511/Website</b>	This element provides traveler information service provided by the LA DOTD in conjunction with private partner.	LADOTD	Existing
<b>LSP Troop G</b>	Troop G is conveniently located in Bossier Parish at the intersection of Industrial Drive and Interstate 20. Troop G encompasses seven (7) individual Louisiana parishes. These are Bienville, Bossier, Caddo, Claiborne, De Soto, Red River and Webster.	Louisiana State Police (Troop G)	Existing
<b>NLCOG Database</b>	This refers to the archived database for transportation planning.	Northwest Louisiana Council of Governments (NLCOG)	Existing
<b>Personal Devices</b>	Primarily PDA, pagers, etc.	Public	Existing
<b>Private Traveler Information Systems</b>	This represents traveler information providers from private sources serving the region and use diverse avenues for information dissemination including internet and print.	Tourism and Traveler Information Service Providers	Existing
<b>RR Grade Crossing Controller</b>	Railroad at grade crossing controllers identify if a train is currently present at the intersection. This status allows for systems to be aware of for active traffic management.	Local Railroad	Existing
<b>Shreveport Airports</b>	There are two airports in the Shreveport area: the Shreveport Regional Airport and the Shreveport Downtown Airport. The Shreveport Downtown Airport is a general aviation airport and the Shreveport Regional Airport is a commercial small hub airport. These airports provide service to residents of Shreveport and beyond including North Louisiana, East Texas, and Southwest Arkansas. The Shreveport Airport Authority is responsible for the maintenance and operation of these airports.	Shreveport Airport Authority	Existing
<b>Shreveport Area Transit Archive</b>	This is the transit operations data collected by SPORTRAN	SPORTRAN	Existing





Element Name	Element Description	Stakeholder	Element Status
<b>Shreveport Area Transit System</b>	The Shreveport Area Transit System, commonly known as SporTran, is a public transportation bus system based in Shreveport. It runs bus routes in Shreveport and Bossier City, Louisiana. All bus routes converge at the Downtown Terminal in Downtown Shreveport. SporTran provides public transportation in the form of buses and lift vans. SporTran operates seven days a week on 17 bus routes from 6:00 a.m. to 8:00 p.m., with shorter operations on the weekends. SporTran operates night service on five routes (mostly supplementing daytime service after end of service) between 8:00 p.m. and midnight Monday through Saturday with no service on Sundays. SporTran has a fleet of over 50 buses equipped to handle all passengers, including those with disabilities. Their newest buses are equipped with the emission reduction systems and an experimental dual-fuel (Hybrid) bus was placed in service in 2005.	SPORTAN	Existing
<b>Shreveport Traffic Signal System</b>	This element represents traffic signals operated and maintained by Shreveport.	City of Shreveport	Existing
<b>Shreveport/Bossier City Regional TMC</b>	Centralized regional TMC operated jointly by LADOTD/Shreveport/Bossier City/LSP/NLCOG.	LADOTD	Existing
<b>Transit Vehicle OBE</b>	The 'Transit Vehicle On-Board Equipment' (OBE) resides in a transit vehicle and provides the sensory, processing, storage, and communications functions necessary to support safe and efficient movement of passengers. The types of transit vehicles containing this physical object include buses, paratransit vehicles, light rail vehicles, other vehicles designed to carry passengers, and supervisory vehicles.	SPORTAN	Planned

## 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 Shreveport-Bossier City area and monitored from the Shreveport TMC, additional coverage is desired for improved monitoring and operations 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

Incident management is a critical component of the existing ITS system in this region. Incidents are identified through a variety of ways, but primarily through CCTV coverage, which is monitored by the Shreveport TMC staffed by LADOTD. Identified incidents are tracked and appropriate personnel are identified and notified to reduce impacts to traffic and increase safety to drivers. Coordination occurs with different agencies depending on the type of incident. A stalled vehicle or road debris may warrant notification of MAP services, whereas collisions may warrant first responders and law enforcement.

To better support incident management efforts, LADOTD TMC recommends supplemental CCTV coverage to areas currently which are blind spots. These locations, included in **Appendix D**, are along major routes including I-20, I-220, I-49, LA 3132, and LA 526.



## 5.2.2 Emergency Management

Hurricane activities are a major concern for Louisiana and include the Shreveport-Bossier City region. Although the Louisiana coast usually takes the brunt of these storms, the Shreveport-Bossier City area provides critical evacuation routes and locations for other regions to shelter during a storm. This region includes the major evacuation routes of I-49, I-20, I-220, US 171, LA 3132, and LA 1.

Ice is another major concern with the Shreveport-Bossier City region. Ice creates safety hazards and traffic delays which can lead to increased incidents. In addition to hazard prevention through maintenance crews addressing hazardous locations, ice also brings an increase in needed emergency response, transportation related and otherwise.

## 5.2.3 Motorist Assistance Patrol (MAP)

*“Studies by the Federal Highway Administration estimate that an average of four minutes of traffic delay is created for every minute that a stalled vehicle is blocking a lane. Whether the MAP operator is providing a gallon of gas, fixing a flat tire, filling a radiator or charging a dead battery, the main goal is to restore the interstate to peak traffic capacity.” – LADOTD website on Motorist Assistance Patrol (MAP)*

In addition to providing services to drivers to improve road operations, MAP drivers are qualified first responders, coordinate with other emergency personnel, and operate equipment designed to remove obstructions from or adjacent to roadways, decreasing congestion and increasing safety through mitigation of secondary crashes.

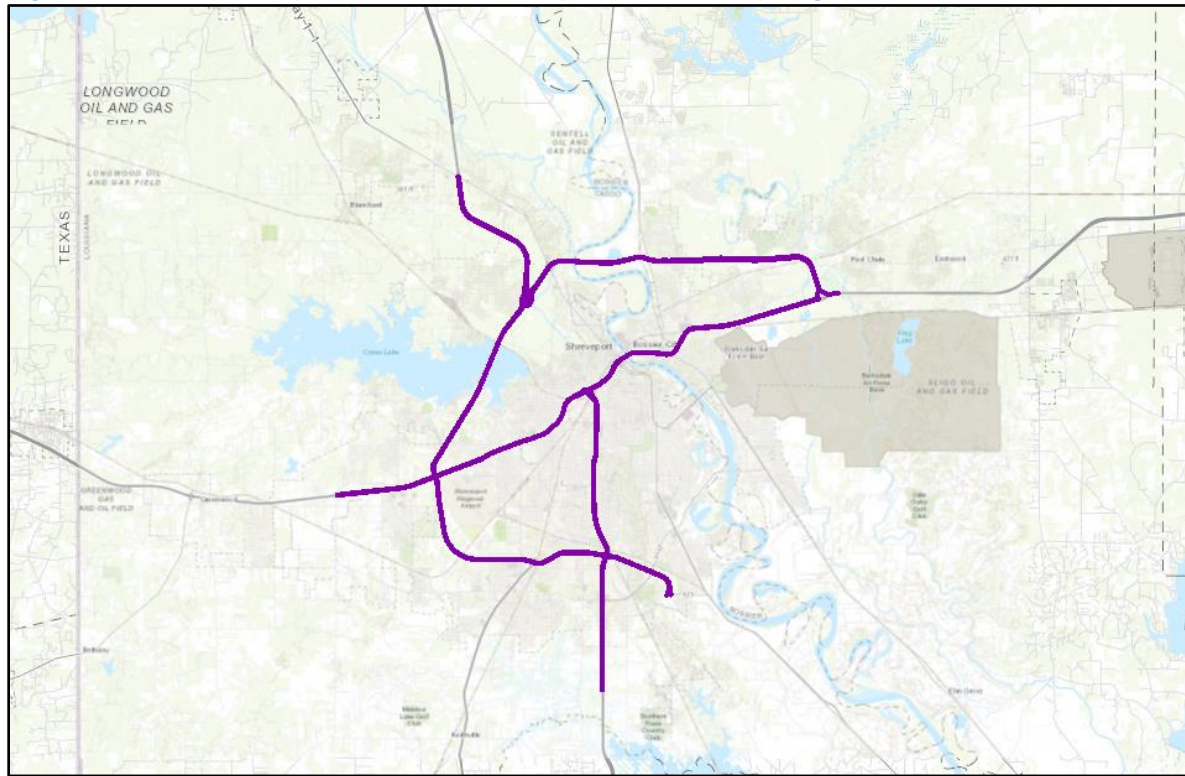
Currently, MAP is in operation in the Shreveport-Bossier City region, running 7 days a week, 5:30 am to 7:30 pm. Three critical interstate and one major highway sections, shown in **Figure 3**, are monitored by MAP including:

- I-20 – From LA 526 to I-220
- I-49 – From LA 526 to I-20
- I-220 – Entire Interstate
- LA 3132 – From I-20 to LA 523





Figure 3: MAP Routes operated in the Shreveport-Bossier City Region



### 5.2.4 CCTV Camera

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. These priorities are based on critical traffic flow of emergency responders and commercial traffic.

Table 4: Proposed CCTV Camera Locations

Corridor	Location
I-20	I-20 at LA/TX State Line
I-20	I-20 at Greenwood Weigh Station
I-20	I-20 at LA 169
I-20	I-20 at US 79/US 80; Greenwood
I-20	I-20 at Bert Kouns Industrial Loop
I-20	I-20 at Eastbound DMS 111 (MM 6)
I-20	I-20 East and West at I-49 North and South Ramps
I-20	I-20 on the Red River Bridge
I-20	I-20 at Westbound DMS 112 (MM 28)
I-20	I-20 at LA 614 Overpass (MM 31)
I-20	I-20 at LA 157
I-20	I-20 at US 79/US 80 Overpass (MM 35)
I-20	I-20 at Bossier/Webster Parish Line



Corridor	Location
I-20	I-20 at Goodwill Rd/Camp Minden
I-20	I-20 at US 79/US 80 Overpass (MM 41)
I-20	I-20 at US 371
I-20	I-20 at Dorcheat Bayou
I-20	I-20 at US 371; Sibley
I-20	I-20 at LA 531
I-20	I-20 at LA 532
I-20	I-20 at Webster/Bienville Parish Line
I-20	I-20 at US 80; Ida
I-20	I-20 at Pine Grove Church Rd Overpass (MM 56)
I-20	I-20 at Mile Marker 60
I-20	I-20 at LA 154
I-20	I-20 at Brewer Rd Overpass (MM 63)
I-20	I-20 at Mile Marker 65
I-20	I-20 at LA 9
I-20	I-20 at LA 151
I-20	I-20 at Bienville/Lincoln Parish Line
I-220	I-220 at I-49
I-220	I-220 on the Red River Bridge
I-220	I-220 at Benton Rd
I-220	I-220 at Airline Dr
I-220	I-220 at Shed Rd
LA 3132	LA 3132 at I-20/I-220
LA 3132	LA 3132 at 70 <sup>th</sup> Street
LA 3132	LA 3132 at Westbound DMS 011
LA 3132	LA 3132 at Walker Rd
LA 3132	LA 3132 at Jewella Ave
LA 3132	LA 3132 at Mansfield Rd
LA 3132	LA 3132 at Kingston Rd Overpass
LA 3132	LA 3132 at Linwood
LA 3132	LA 3132 at I-49
LA 3132	LA 3132 at Ellerbe Rd/Line Ave
LA 3132	LA 3132 at LA 526
LA 3132	LA 3132 at Flournoy Lucas Rd
I-49	I-49 at DeSoto/Natchitoches Parish Line
I-49	I-49 at US 371; Coushatta
I-49	I-49 at Mile Marker 165
I-49	I-49 at Mile Marker 167
I-49	I-49 at Asseff Rd
I-49	I-49 at Naborton Cut Off Overpass (MM 171)



Corridor	Location
I-49	I-49 at US 84; Grand Bayou
I-49	I-49 at Smithport Lake Road Overpass (MM 175)
I-49	I-49 at LA 509; Carmel
I-49	I-49 at Sloan Rd Overpass (MM 179)
I-49	I-49 at Bradshaw Rd Overpass (MM 181)
I-49	I-49 at Mount Zion Rd Overpass (MM 184)
I-49	I-49 at LA 175; Kingston
I-49	I-49 at Red Bluff Rd Overpass (MM 188)
I-49	I-49 at LA 3276; Stonewall Frierson Rd
I-49	I-49 at Mile Marker 194
I-49	I-49 at Caddo/DeSoto Parish Line
I-49	I-49 at Southern Loop
I-49	I-49 at Northbound DMS 112 (MM 198)
I-49	I-49 at LA 526
I-49	I-49 at LA 3132
I-49	I-49 at LA 511
I-49	I-49 at Pierremont Rd
I-49	I-49 at Mile Marker 204
I-49	I-49 at Kings Highway
I-49	I-49 North and South at I-20 East and West Ramps
I-49	I-49 at Murphy Street
I-49	I-49 at LA 3194
I-49	I-49 at McCain Creek (MM 213)
I-49	I-49 at LA 1; North Market St
I-49	I-49 at Twelve Mile Bayou (MM 217)
I-49	I-49 at Doe Slough Canal (MM 219)
I-49	I-49 at LA 173; Dixie
I-49	I-49 at LA 169; Mooringsport
I-49	I-49 at Cowhide Bayou (MM 223)
I-49	I-49 at Horseshoe Bayou (MM 225)
I-49	I-49 at Parish Rd 136 Under pass (MM 226)
I-49	I-49 at Swift Bayou (MM 227)
I-49	I-49 at LA 530; Belcher
I-49	I-49 at Black Bayou (MM 229)
I-49	I-49 at LA 170; Gilliam
I-49	I-49 at US 71; Hosston
I-49	I-49 at LA 2; Hosston
I-49	I-49 at US 71 Overpass (MM 238)
I-49	I-49 at Mira Myrtis Rd
I-49	I-49 at Munnerlyn Chapel Rd Overpass (MM 242)



Corridor	Location
I-49	I-49 at LA 168; Ida
I-49	I-49 at LA/AR State Line
LA 526	Between I-20 to E 70th St

### 5.2.5 Dynamic Message Signs

Location of the existing DMSs are included in **Appendix E**. The TMC has additionally identified locations where supplemental DMSs 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 DMSs may be installed at critical locations.

Table 5: Proposed DMS Locations

Corridor	Location
I-20	I-20 East and West at LA 169; Mooringsport Rd (Exit 3)
I-20	I-20 East and West at US 79; US 80; Greenwood (Exit 5)
I-20	I-20 East and West at LA 526; Bert Kouns Industrial Loop (Exit 8)
I-20	I-20 West before Hearne Ave
I-20	I-20 East before Lakeshore Dr (MM 16)
I-20	I-20 East before Line Ave
I-20	I-20 West between Hamilton Road and Traffic Street
I-20	I-20 East before Barksdale Blvd
I-20	I-20 East before Old Minden Road
I-20	I-20 East before Industrial Drive
I-20	I-20 East and West between Industrial and I-220 (MM 24)
I-20	I-20 East and West at US 371 South; Sibley
I-20	I-20 East and West at LA 9
I-220	I-220 East before Jefferson Paige Rd
I-220	I-220 East and West at I-49
I-220	I-220 East and West at LA 1
I-220	I-220 East and West at Benton Rd
I-220	I-220 East and West before US 80; East Texas Street
I-49	I-49 North and South at US 671; Coushatta
I-49	I-49 North and South at US 84; Grand Bayou
I-49	I-49 North and South at LA 175; Kingston
I-49	I-49 South before Southern Loop
I-49	I-49 North and South at LA 3132
I-49	I-49 North and South at Kings Highway
I-49	I-49 South before I-220
I-49	I-49 North and South at LA 1
I-49	I-49 North and South at US 71; Hosston



Corridor	Location
LA 1	LA 1 North and South at I-20
LA 1	LA 1 North and South at I-220
LA 169	LA 169 South before I-20
LA 3132	LA 3132 West before I-20/I-220
LA 3132	LA 3132 East before Walker Rd
LA 3132	LA 3132 East and West before I-49
LA 3194	LA 3194 East and West before I-49
LA 511	LA 511 at Greenwood Rd
LA 526	LA 526 North and South at I-20
LA 526	LA 526 between I-20 and E 70th Street
US 79	US 79 North at US 80
US 80	US 80 East and West at US 79
US 80	US 80 East and West before I-220
Barksdale Blvd	Barksdale Blvd North and South at I-20
Greenwood Road	Greenwood Road North and South at I-20

### 5.2.6 Communications

There is existing communications infrastructure in the Shreveport-Bossier City Region which support the ITS system. LADOTD has fiber optic communications along I-20, I-220, LA 3132 and LA 526, supporting CCTV and DMS locations along these interstates. Additionally, sections along I-20 & I-220 in this communications network uses point to point wireless radio links to bridge gaps in fiber communications. LADOTD also has plans to build out fiber along other major corridors to support communications for signal and ITS infrastructure.

### 5.2.7 Vehicle Detection

Stakeholders are interested in implementing additional devices which would support data collection on the roadway for operations and planning. Current vehicle detection devices implemented are primarily used at intersections for signal actuation. Other data, such as classification, speed, headways, etc. can be collected with vehicle detectors. Additionally, Bluetooth detectors can detect vehicles and other Bluetooth devices (typically phones) to develop reliable travel time data.

### 5.2.8 Shreveport Transportation Management Center (TMC)

LADOTD has a full-time staffed TMC to support the Shreveport-Bossier City area, located at the District 04 office. TMCs play a critical role in enhancing traffic operations through a variety of ways. TMCs can help with day to day traffic operations and congestion in addition to providing incident managements support, reducing response time for first responder and emergency personnel.

### 5.2.9 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.



### 5.2.10 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.

### 5.2.11 Connected and Autonomous Vehicles

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.

With advances in CAV technologies, the commercial trucking industry is a major player in the future of CAV use. In this region, LADOTD has approved the use of autonomous commercial trucking with a pilot driver on I-20.

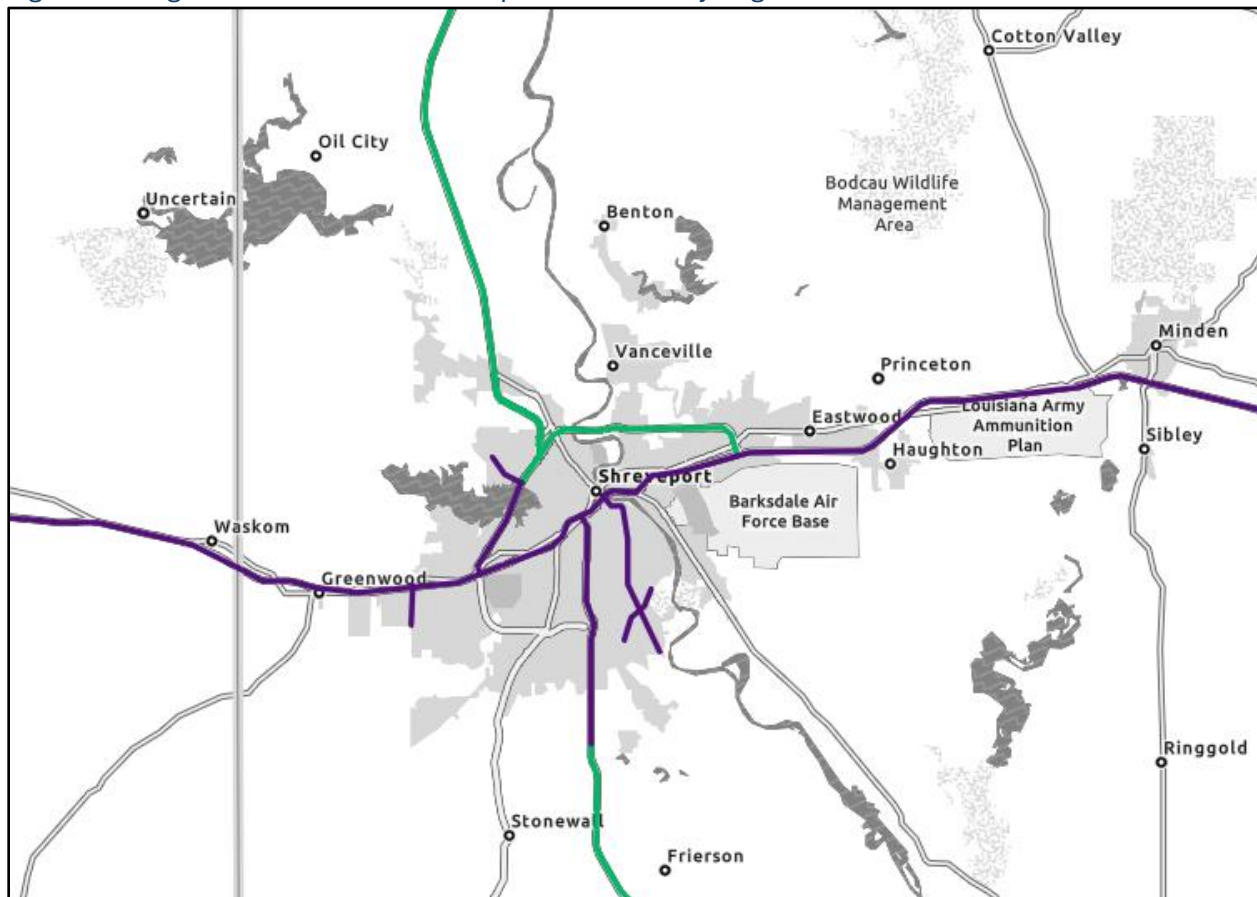




As this technology develops, it may be critical to support major freight corridors with appropriate supporting systems. For example, LADOTD currently has a test deployment of Drivewyze, a location based alert system specifically geared toward commercial trucks. Deployed in an active work zone, this system notifies truck drivers through in-cab messaging of the upcoming work zone hazards.

**Figure 4** indicates the freight corridors within the region. These locations were identified as part of FHWA's National Highway Freight Network (NHFN).

Figure 4: Freight Corridors in the Shreveport-Bossier City Region<sup>3</sup>



### 5.2.12 EV Charging & Alternative Fuel Stations

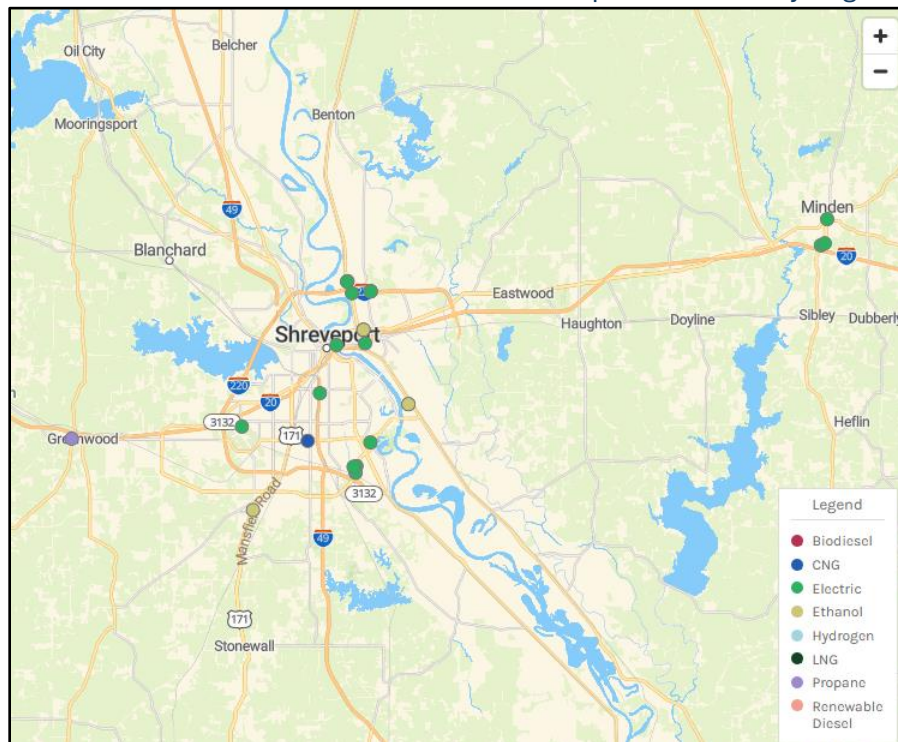
Louisiana is actively working on implementing Electric Vehicle (EV) charging stations across the state, primarily through the National Electric Vehicle Infrastructure (NEVI) Funding Program. The state will receive approximately \$73 million for EV infrastructure through the Infrastructure Investment 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.

<sup>3</sup> Map of freight corridors is identified through the National Highway Freight Network (NHFN), a product of the FHWA, and an interactive map can be found at <https://usdot.maps.arcgis.com/apps/webappviewer/index.html?id=c4c0fdef029a4093b169e493e1883988>.

Public engagement and stakeholder involvement are key components of Louisiana's strategy. LADOTD is actively engaging with the public and various stakeholders, including utility companies and local communities, to ensure successful implementation. The state has created a public survey and encourage feedback through their website. The goals of LADOTD 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 are identified and do not include locations within the Shreveport-Bossier City urbanized region; however, future rounds are expected to include corridors within this region. Round 1 does include locations along I-49, roughly midway between Shreveport and Alexandria, LA.

Alternative fuel stations have been installed within the region through other measures. EV charging stations, Compressed Natural Gas (CNG) and Ethanol stations are present in the Shreveport-Bossier City Region. These locations, shown in **Figure 5**, are provided by the U.S. Department of Energy and indicate fifteen Electric, one CNG, and four Ethanol station in the region.

Figure 5: Alternative Fuel Station Locations within the Shreveport-Bossier City Region<sup>4</sup>



### 5.2.13 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

<sup>4</sup> Interactive map of alternative fuel station locations can be found at: <https://afdc.energy.gov/stations#/find/nearest>.



cameras. These systems are designed to improve road safety without the need for constant human oversight.

Currently, the City of Shreveport has deployed speed cameras which support automated speed enforcement. This system is a standalone system and not currently connected to any other ITS systems in the area.

Additionally, school buses are equipped with cameras to identify vehicles making an illegal maneuver past buses. The school bus cameras are not automated at this time, but an interest in automated traffic enforcement exists and other current systems, such as this, have potential for upgrade to automation.

#### 5.2.14 Automated Incident Detection (AID)

Automated incident detection (AID) systems use technologies like sensors, cameras, and artificial intelligence (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.

In the Shreveport-Bossier City region, along I-20, a temporary queue detection system was implemented in a work zone. The benefits of this system include reduced crash risk through notifying drivers up upcoming congestion, improved traffic flow through identifying alternative routes, and data collection to identify traffic patterns on the roadway for future planning.

#### 5.2.15 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.

Currently, the region has a couple funded smart crosswalks, planned for construction. These locations are:

- Hearne at Greenwood



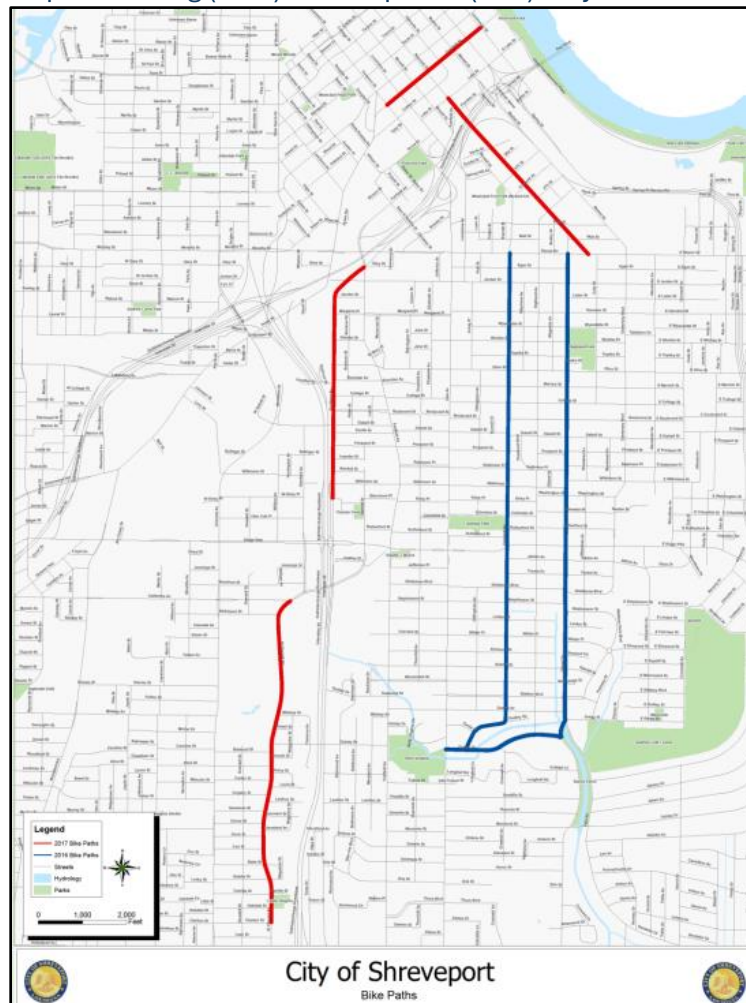
- King's Highway Medical Corridor

Additionally, further smart crosswalk locations are anticipated. Key locations under assessment include:

- Old Minden Road at I-20
- Shed Road at Walbrook Park
- Barksdale US 71 at LA 3105 Airline
- Hearne at Midblock

Additionally, the City of Shreveport has developed a plan for bicycle trails. Existing and proposed trails will have crossings with roadways and an increased number of VRUs intersecting with vehicles warrants increased safety measures. Smart crosswalks and pedestrian warning systems can play a useful role of safety in this development.

Figure 6: City of Shreveport Existing (Blue) and Proposed (Red) Bicycle Trails<sup>5</sup>



<sup>5</sup> Map is from City of Shreveport plans for Bike Paths and Bike Lanes. Higher resolution images and more information can be found on their website at <https://www.shreveportla.gov/1891/Bike-Paths-Bike-Lanes#BikeLanes>.

### 5.2.16 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. 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.

Currently, a temporary travel time system is deployed on I-20 before LA 3, to better support work zone operations. This system uses portable DMS to provide travel time data to the travelling public about upcoming congestion.

## 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 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 reduction in speed. 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 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 reduces 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.

### 5.3.2 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.

### 5.3.3 Emergency Vehicle Preemption (EVP)

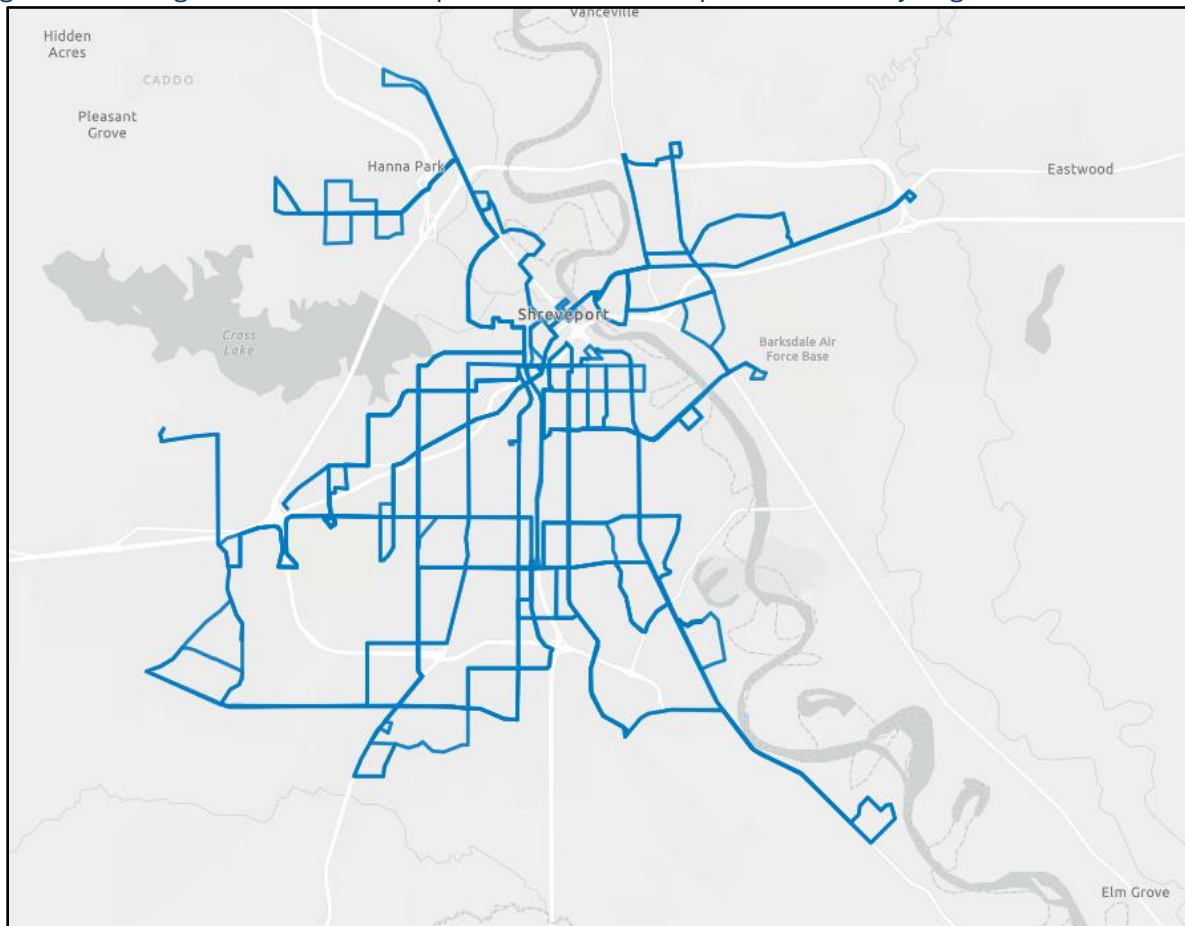
Emergency vehicle preemption (EVP) systems are designed to give emergency vehicles priority at traffic signals, allowing them to move through signalized intersections quickly and safely. By detecting approaching emergency vehicles and adjusting traffic lights to provide a green signal for that approach, 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.

### 5.3.4 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.

Currently, transit operations in the region are provided by SporTran. This service includes on demand services as well as twenty-four (24) traditional bus routes. These routes are shown in **Figure 7**, and more information can be found at SporTran's website (<https://sportran.org/27/Schedules-Maps>).



Figure 7: Existing Transit Routes for SporTran in the Shreveport-Bossier City Region<sup>6</sup>

### 5.3.5 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.

### 5.3.6 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

<sup>6</sup> Existing transit routes were identified through the NLCOG website at [https://gis-nlcog.hub.arcgis.com/datasets/c177bb7ffa9a4ea48b15b374f903372a\\_0/explore?location=32.473495%2C-93.758700%2C10.68](https://gis-nlcog.hub.arcgis.com/datasets/c177bb7ffa9a4ea48b15b374f903372a_0/explore?location=32.473495%2C-93.758700%2C10.68).

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 vehicle. MaaS provides a more sustainable, user-friendly transportation system that benefits individuals and the region.

### 5.3.7 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. 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.

### 5.3.8 Road Weather Information Systems

The Shreveport-Bossier City region is regularly impacted by severe weather including hurricanes and ice storms. 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 currently deployed in the state, including LADOTD District 04. Although not deployed within the urbanized area covered by this architecture, this RWIS deployment may provide supplemental data to better make weather related decisions. If the data is found to be useful to the state, more of these types of deployments are expected to key locations with adverse weather conditions. The system deployed in this district collects environmental data on a bridge structure, which has been known as an early collector of ice during cold weather events.

## 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 Shreveport-Bossier City 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 the willingness of agencies to accept these roles, is a crucial step toward achieving the shared objective of an interoperable ITS system across the Shreveport-Bossier City region. **Appendix G** summarizes the operational concept for the Shreveport-Bossier City ITS architecture.



## 8.1 ITS Deployment Plan

To enhance the existing ITS framework, new devices are proposed and will be gradually implemented to fill gaps. This section outlines the projects identified as part of the Shreveport-Bossier City regional ITS architecture.





Table 6: Proposed ITS Projects<sup>7</sup>

Name	Description	Service Scope	Geographic Scope	Timeframe	Service Packages	Priority	Design Cost (\$1,000)	Capital Cost (\$1,000)	O&M Cost (\$1,000)
<b>Bert Kouns Industrial Loop Expressway Traffic Signal System and Communication Upgrades</b>	Fiber optic has already provided in the corridor. Signal upgrades required and integration with existing fiber optic communications.	Where needed, upgrade includes support poles, cabinets, controllers, detection, wiring, indications, signage, pedestrian access ramps, push buttons, wiring, communications, central system software, emergency vehicle preemption, and integration. If required maintenance agreements for signal operations and maintenance.	LA 526 from I-20 to LA 3132	Ongoing	MC05, PS03, PS13, TM01, TM03, TM07, TM13, TM15	1	Active	TBD	TBD
<b>City of Bossier Signal Upgrades</b>	Upgrade existing traffic signal equipment for improved signal operations; may include communication improvements and advances signal controllers	Upgrade traffic signals which may include support poles, cabinets, controllers, detection, wiring, indications, communications, push buttons, and additional features	Bossier City	2-5 years	MC05, MC06, TM01, TM03, TM05, TM08, TM19, VS03, WX01	2	TBD	TBD	TBD
<b>FYA Ph 3</b>	Provides for signal upgrades in the remainder of the district, which includes Bossier, Webster, DeSoto, Bienville, Claiborne and Red River Parishes.	Where needed, upgrade includes support poles, cabinets, controllers, detection, wiring, indications, signage, pedestrian access ramps, push buttons, wiring, communications, central system software, emergency vehicle preemption, and integration.	LADOTD District 04	2 - 5 years	MC05, PS03, PS13, TM01, TM03, TM07, TM13, TM15	3	150 - 300	1,500 - 3,000	300 - 600

<sup>7</sup> 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)
<b>Urban I-49 Traffic Monitoring and Traveler Information System</b>	Deploy traffic monitoring devices to help with congestion and incident detection and provide traveler information system between LA 526 and I-20 to inform travelers of congestion and incidents and empower them to smarter travel decisions en-route.	Deploy CCTV cameras, poles, pole foundations and communications with integration with Shreveport and Statewide TMCs.	I-49 from LA 526 Interchange to Kings Hwy	2 - 5 years	MC05, MC06, TM01, TM03, TM05, TM08, TM19, VS03, WX01	4	100 - 175	1,900 - 2,200	300 - 600
<b>City of Shreveport RAISE Grant</b>	\$22M in infrastructure improvements	Public transit and infrastructure	King's Highway	5+ years	TBD	5	TBD	TBD	TBD
<b>Shreveport ITS Deployment Phase 4</b>	Deploy ITS equipment and communications	The project is envisioned to include CCTV cameras, fiber optic connection and integration with TMC	I-20 from Monkhouse Drive to Benton Road (enhance existing coverage)	5+ years	MC05, MC06, TM01, TM03, TM05, TM08, TM19, VS03, WX01	6	300 - 500	1,500 - 3,000	200 - 500
<b>Shreveport ITS Deployment Phase 5</b>	This project is envisioned to include CCTV cameras, DMS, and communications (wireless or fiber optics) and integration with TMC	Traffic monitoring, incident detection and verification and traveler information services.	Provide CCTV camera and DMS along LA 3132 from Walker Road to Flourney Lucas Road	5+ years	MC05, MC06, TM01, TM03, TM05, TM08, TM19, VS03, WX01	7	300 - 500	1,500 - 3,000	200 - 500



Name	Description	Service Scope	Geographic Scope	Timeframe	Service Packages	Priority	Design Cost (\$1,000)	Capital Cost (\$1,000)	O&M Cost (\$1,000)
<b>Shreveport ITS Deployment Phase 6</b>	Deploy ITS equipment and communications	The project is envisioned to include closed circuit television cameras, dynamic message signs, and communications whether wireless or fiber optic. Also included are integration with TMC.	Northern I-49 Segment from Dixie Blanchard Road to I-220	5+ years	MC05, MC06, TM01, TM03, TM05, TM08, TM19, VS03, WX01	8	300 - 500	1,500 - 3,000	200 - 500
<b>CCTV Camera Coverage Enhancements</b>	This project will address gaps in CCTV camera coverage on I-220 to enhance Shreveport TMC and Statewide TMC Operators' ability to monitor traffic, detect and verify incidents in the corridors	Deploy CCTV cameras, poles, pole foundations and communications with integration to Shreveport TMC.	I-220 from I-20 Interchange on the west to I-20 Interchange on the east.	5+ years	MC05, MC06, TM01, TM03, TM05, TM08, TM19, VS03, WX01	9	100 - 175	1,900 - 2,200	300 - 600
<b>Shreveport Traffic Signal Upgrades</b>	Upgrade existing traffic signals in corridors and communications to the controllers to support coordination and changes to operational parameters remotely	Where needed, upgrade includes support poles, cabinets, controllers, detection, wiring, indications, signage, pedestrian access ramps, push buttons, wiring, communications, central system software, emergency vehicle preemption, and integration. Operations of signal systems are based on owner agencies and agreements established.	Congested corridors that lack communications for coordination and cannot be remotely controlled by the District or responsible agency	5+ years	MC05, PS03, PS13, TM01, TM03, TM07, TM13, TM15	10	100 - 175	1,900 - 2,200	300 - 600
<b>Integration of TMC Operations with adjacent</b>	Integrated management of corridors across stateliness to facilitate seamless	Provide communications and interfaces to enhance coordination between Shreveport TMC, Statewide TMC and with	I-20 and I-49 Corridor	5+ years	MC05, MC06, TM01, TM03,	11	TBD	TBD	TBD



Name	Description	Service Scope	Geographic Scope	Timeframe	Service Packages	Priority	Design Cost (\$1,000)	Capital Cost (\$1,000)	O&M Cost (\$1,000)
states (Texas and Arkansas)	service and enhanced mobility and safety	requisite TMCs in Texas and Arkansas			TM05, TM08, TM19, VS03, WX01				



## 8.2 Operations and Maintenance of Regional ITS

LADOTD 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 Shreveport-Bossier City region aims to expand and enhance existing ITS, identifying the agency responsible 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. **Appendix G** details the operational concept, including 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 local ITS in the region. For the state, LADOTD's statewide maintenance budget of \$3.5 million annually covers routine and responsive (emergency) maintenance, which includes this region. **Table 6** 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 Shreveport-Bossier City 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 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 is 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 7** offers a glimpse of the standards output, but the complete set of identified standards for the Shreveport-Bossier City 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 7: ITS Standards

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





SDO	Standard Title	Standard Number
<b>Advanced Traffic Controller Joint Committee</b>	Application Programming Interface Standard for the Advanced Transportation Controller	ITE ATC 5401
<b>Advanced Traffic Controller Joint Committee</b>	Intelligent Transportation System Standard Specification for Roadside Cabinets	ITE ATC 5301
<b>Advanced Traffic Controller Joint Committee</b>	Model 2070 Controller Standard	ITE ATC 5202
<b>International Organization for Standardization</b>	Intelligent transport systems -- Communications access for land mobiles (CALM) -- Architecture	ISO 21217
<b>National Electrical Manufacturers Association</b>	Cyber and Physical Security for Intelligent Transportation Systems	NEMA TS 8
<b>National Electrical Manufacturers Association</b>	Hardware Standards for Dynamic Message Signs (DMS) With NTCIP Requirements	NEMA TS4
<b>National Electrical Manufacturers Association</b>	Portable Traffic Signal Systems (PTSS) Standard	NEMA TS 5
<b>National Electrical Manufacturers Association</b>	Traffic Controller Assemblies with NTCIP Requirements	NEMA TS2
<b>National Institute for Standards and Technology</b>	Security Requirements for Cryptographic Modules	NIST FIPS PUB 140-2
<b>Not Applicable</b>	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 are involved in sharing data. These agreements pertain to both existing and future collaborations.

Currently, there are four agreements active, provided in **Appendix C**. These agreements are to provide CCTV video from LADOTD's ITS camera system for other entities. The City of Shreveport is one of the entities receiving video from LADOTD. The other three entities are members of the media and include KSLA-TV, KTBS, and Nexstar Media (KTAL).



## 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 website<sup>8</sup>, 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 document<sup>9</sup> 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
- 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

---

<sup>8</sup> [https://ops.fhwa.dot.gov/its\\_arch\\_imp/guidance.htm](https://ops.fhwa.dot.gov/its_arch_imp/guidance.htm) - Accessed November 2024

<sup>9</sup> *Regional ITS Architecture Guide* – Prepared by National ITS Architecture Team, Prepared for ITS JPO - [raguide.pdf \(arc-it.net\)](https://www.its-jpo.gov/arc-it-net/)



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 Shreveport-Bossier City regional ITS architecture, the Louisiana Department of Transportation and Development 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:

- LADOTD District 04
- LADOTD ITS Section (Section 56)
- Louisiana State Police (Troop G)
- Northwest Louisiana Council of Governments

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 MPO representative, and one 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 Shreveport-Bossier City 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 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 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 LADOTD's recommendation, the MPO 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 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?

LADOTD ITS (Section 56) is tasked with overseeing and maintaining the regional intelligent transportation systems 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

Appendix C – Copies of Agreements

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
<b>[general office business data]</b>	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.
<b>alert notification</b>	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.
<b>alert notification coordination</b>	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.
<b>alert status</b>	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.
<b>archive coordination</b>	Catalog data, meta data, published data, and other information exchanged between archives to support data synchronization and satisfy user data requests.
<b>archive status</b>	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.
<b>archived data product requests</b>	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.
<b>archived data products</b>	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.
<b>automated lane control data</b>	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.
<b>barrier system status</b>	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.
<b>broadcast traveler information</b>	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.
<b>commercial vehicle archive data</b>	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.
<b>commercial vehicle location data</b>	Current vehicle location and related operational conditions data provided by a commercial vehicle.
<b>current infrastructure restrictions</b>	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.
<b>data collection and monitoring control</b>	Information used to configure and control data collection and monitoring systems.
<b>data provision</b>	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.
<b>data publication</b>	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.
<b>data query</b>	Data query includes those dialogs necessary to determine what data is available for and also submit a query for near-term response.
<b>data query publication</b>	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.
<b>data subscription</b>	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.
<b>decision support information</b>	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.
<b>device control request</b>	Request for device control action
<b>device data</b>	Data from detectors, environmental sensor stations, roadside equipment, and traffic control devices, including device inventory information.
<b>device identification</b>	An identifier and device type designation that is used to uniquely identify a device in the Connected Vehicle Environment.
<b>device status</b>	Status information from devices
<b>electric charging station data</b>	Information provided for electric charging stations to the management center identifying the location, operating status, current availability, no-shows, charging capacity, etc.
<b>electric charging station management information</b>	Parameters that support management of an electric charging station. Load balancing, Reservation requests, Hours of operation, display configuration (ads), rules and regulations, etc.
<b>emergency archive data</b>	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.
<b>emergency dispatch requests</b>	Emergency vehicle dispatch instructions including incident location and available information concerning the incident.
<b>emergency dispatch response</b>	Request for additional emergency dispatch information and provision of en route status.
<b>emergency plan coordination</b>	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.
<b>emergency routes</b>	Suggested ingress and egress routes for access to and between the scene and staging areas or other specialized emergency access routes.
<b>emergency traffic control information</b>	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.
<b>emergency traffic coordination</b>	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.
<b>emergency transit schedule information</b>	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.
<b>emergency traveler information</b>	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.
<b>emergency traveler information request</b>	Request for alerts, evacuation information, and other emergency information provided to the traveling public.
<b>environmental conditions data</b>	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.
<b>environmental sensor data</b>	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.
<b>equipment maintenance request</b>	Identification of field equipment requiring repair and known information about the associated faults.
<b>equipment maintenance status</b>	Current status of field equipment maintenance actions.
<b>evacuation coordination</b>	Coordination of information regarding a pending or in-process evacuation. Includes evacuation zones, evacuation times, evacuation routes, forecast network conditions, and reentry times.
<b>evacuation information</b>	Evacuation instructions and information including evacuation zones, evacuation times, and reentry times.
<b>external reports</b>	Traffic and incident information that is collected by the media through a variety of mechanisms (e.g., radio station call-in programs, air surveillance).
<b>fare and price information</b>	Current transit, parking, and toll fee schedule information.
<b>field equipment commands</b>	System-level control commands issued to field equipment such as reset and remote diagnostics.
<b>field equipment configuration settings</b>	Control settings and parameters that are used to configure field equipment.
<b>field equipment status</b>	Reports from field equipment (sensors, signals, signs, controllers, etc.) which indicate current operational status.
<b>hazmat information</b>	Information about a particular hazmat load including nature of the load and unloading instructions. May also include hazmat vehicle route and route update information.
<b>hazmat information request</b>	Request for information about a particular hazmat load.



Flow Name	Flow Description
<b>hazmat notification</b>	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.
<b>incident command information coordination</b>	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.
<b>incident information</b>	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.
<b>incident information for media</b>	Report of current desensitized incident information prepared for public dissemination through the media.
<b>incident information for public</b>	Report of current desensitized incident information prepared for public dissemination.
<b>incident report</b>	Report of an identified incident including incident location, type, severity and other information necessary to initiate an appropriate incident response.
<b>incident response coordination</b>	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.
<b>incident response status</b>	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.
<b>infrastructure monitoring sensor data</b>	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.
<b>infrastructure safety warning</b>	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.
<b>interactive traveler information</b>	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.
<b>intersection status</b>	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.
<b>lane closure information</b>	Lane closure information provided to passing vehicles. This flow provides information about roadway configuration changes such as lane closures and shifts.
<b>logged vehicle routes</b>	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
<b>maint and constr archive data</b>	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.
<b>maint and constr work plans</b>	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.
<b>METR information</b>	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.
<b>mixed use safety warning control</b>	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.
<b>mixed use safety warning status</b>	Current operational status and state of pedestrian crossings and other mixed use path crossing warning systems.
<b>permission application</b>	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.
<b>permission application receipt</b>	An acknowledgment that an end-user application for a Connected Vehicle service was received and processed.
<b>reduced speed warning info</b>	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.
<b>remote surveillance control</b>	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.
<b>resource coordination</b>	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.
<b>resource deployment status</b>	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.
<b>resource request</b>	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.
<b>restricted lanes information</b>	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
<b>right-of-way request notification</b>	Notice that a request has occurred for signal prioritization, signal preemption, pedestrian call, multi-modal crossing activation, or other source for right-of-way.
<b>road network conditions</b>	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.
<b>road network environmental situation data</b>	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.
<b>road network status assessment</b>	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.
<b>road network traffic situation data</b>	Aggregated route usage, travel times, and other aggregated data collected from probe vehicles that can be used to estimate current traffic conditions.
<b>road weather advisories</b>	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).
<b>road weather information</b>	Road conditions and weather information that are made available by road maintenance operations to other transportation system operators.
<b>roadway dynamic signage data</b>	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.
<b>roadway dynamic signage status</b>	Current operating status of dynamic message signs.
<b>roadway maintenance status</b>	Summary of maintenance fleet operations affecting the road network. This includes the status of winter maintenance (snow plow schedule and current status).
<b>signal control commands</b>	Control of traffic signal controllers or field masters including clock synchronization.
<b>signal control device configuration</b>	Data used to configure traffic signal control equipment including local controllers and system masters.
<b>signal control plans</b>	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.
<b>signal control status</b>	Operational and status data of traffic signal control equipment including operating condition and current indications.
<b>signal fault data</b>	Faults reported by traffic signal control equipment.
<b>signal system configuration</b>	Data used to configure traffic signal systems including configuring control sections and mode of operation (time based or traffic responsive).
<b>speed management information</b>	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.
<b>threat information coordination</b>	Sensor, surveillance, and threat data including raw and processed data that is collected by sensor and surveillance equipment located in secure areas.



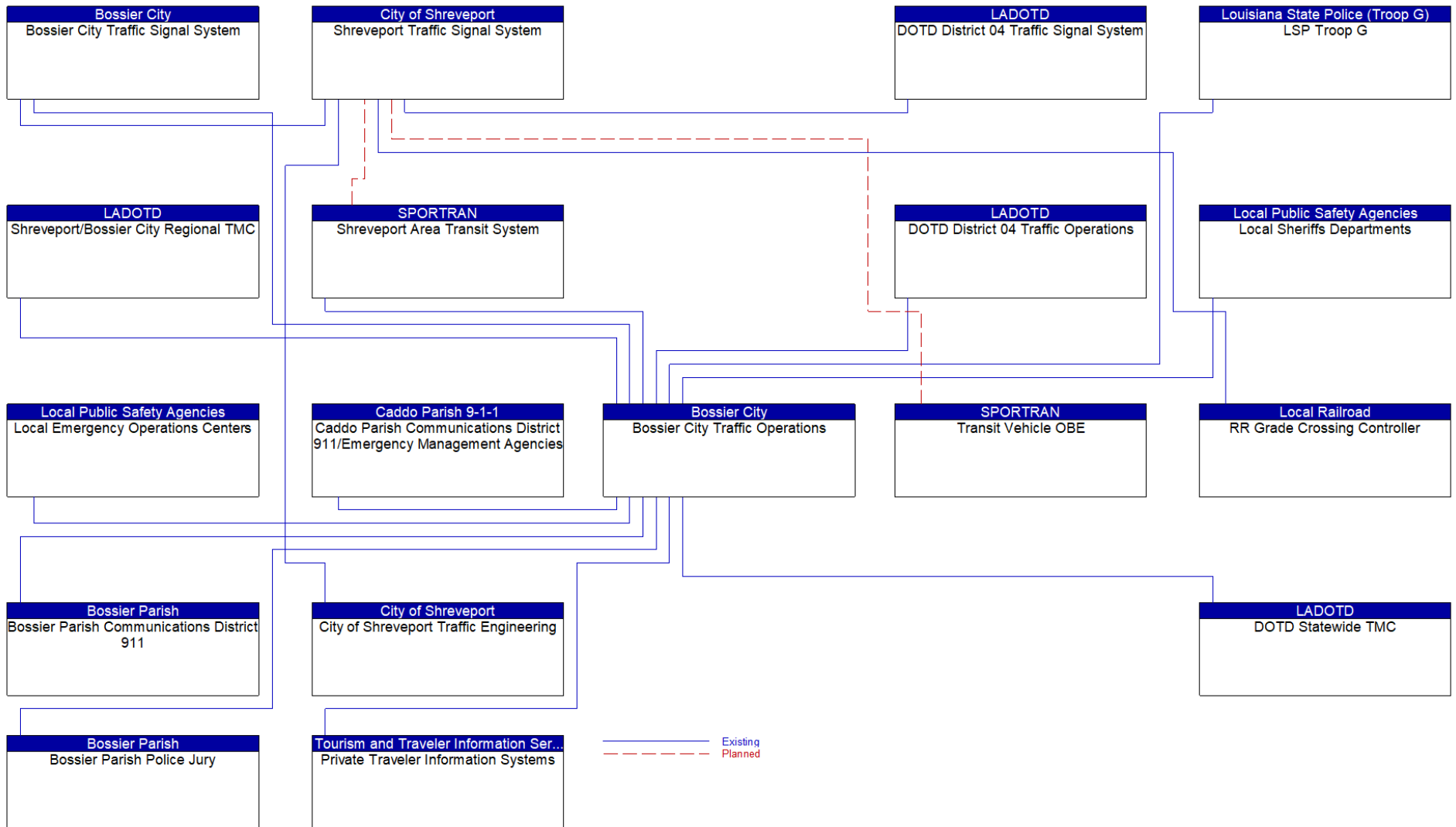
Flow Name	Flow Description
<b>toll data</b>	Current toll schedules for different types of vehicles as well as advanced toll payment information.
<b>toll data request</b>	Request made to obtain toll schedule information or pay a toll in advance. The request can be a subscription that initiates as-needed information updates as well as a one-time request for information.
<b>traffic archive data</b>	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.
<b>traffic control information</b>	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.
<b>traffic detector control</b>	Information used to configure and control traffic detector systems such as inductive loop detectors and machine vision sensors.
<b>traffic detector data</b>	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
<b>traffic image meta data</b>	Meta data that describes traffic images. Traffic images (video) are in another flow.
<b>traffic images</b>	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.
<b>traffic information for media</b>	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.
<b>transit archive data</b>	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.
<b>transportation operational strategies</b>	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.
<b>transportation system status</b>	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.
<b>travel services information</b>	Travel service information and reservations for tourist attractions, lodging, dining, service stations, emergency services, and other services and businesses of interest to the traveler.
<b>traveler alerts</b>	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.
<b>traveler archive data</b>	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.

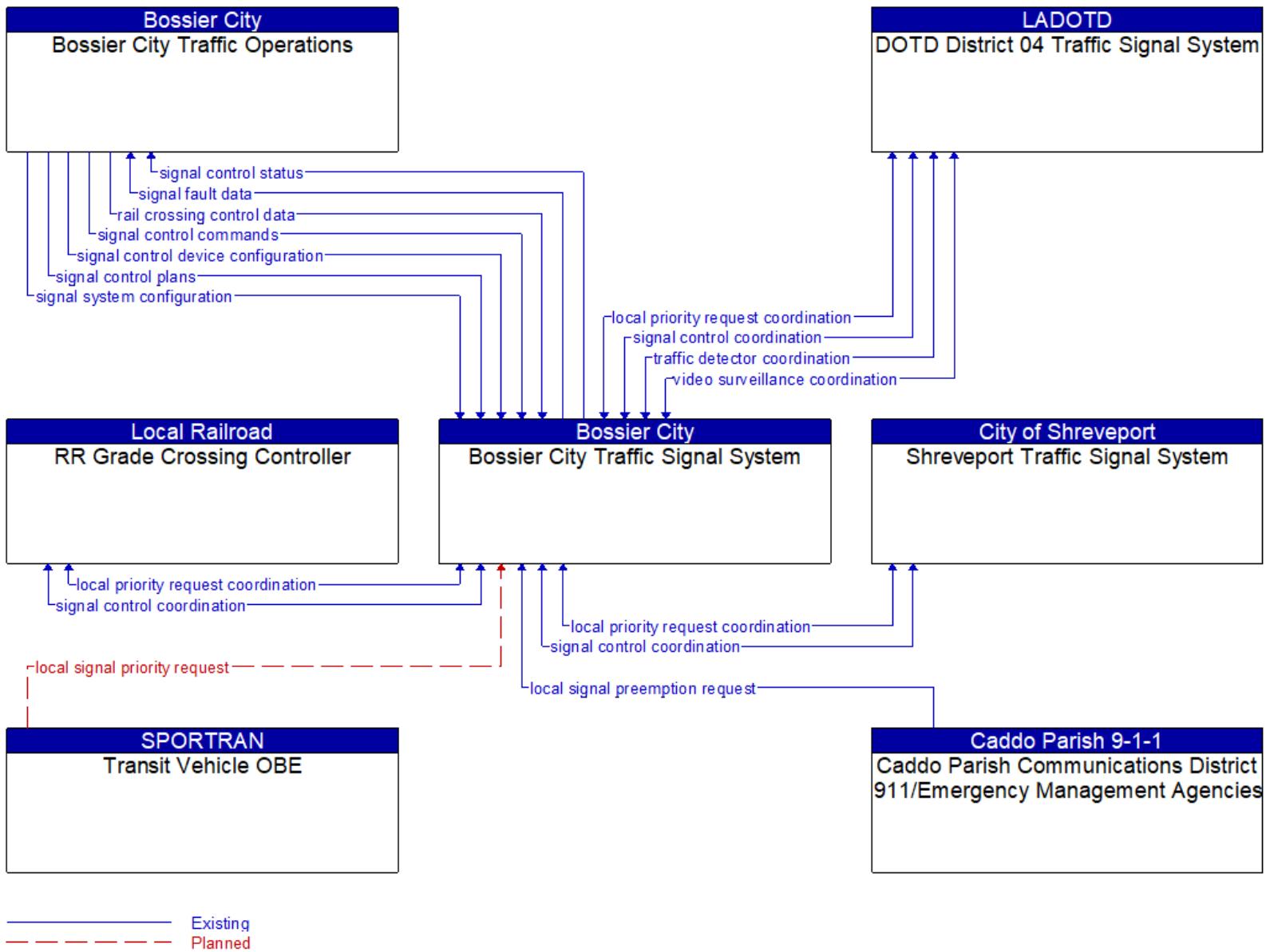
Flow Name	Flow Description
<b>trip feedback</b>	Information provided during or at the conclusion of a trip that supports performance monitoring and system optimization. Information provided may include a record of the trip including HOV/HOT lane usage and user provided feedback at the conclusion of the trip.
<b>trip plan</b>	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.
<b>trip request</b>	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.
<b>video surveillance control</b>	Information used to configure and control video surveillance systems.
<b>work plan feedback</b>	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.
<b>work zone information</b>	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.

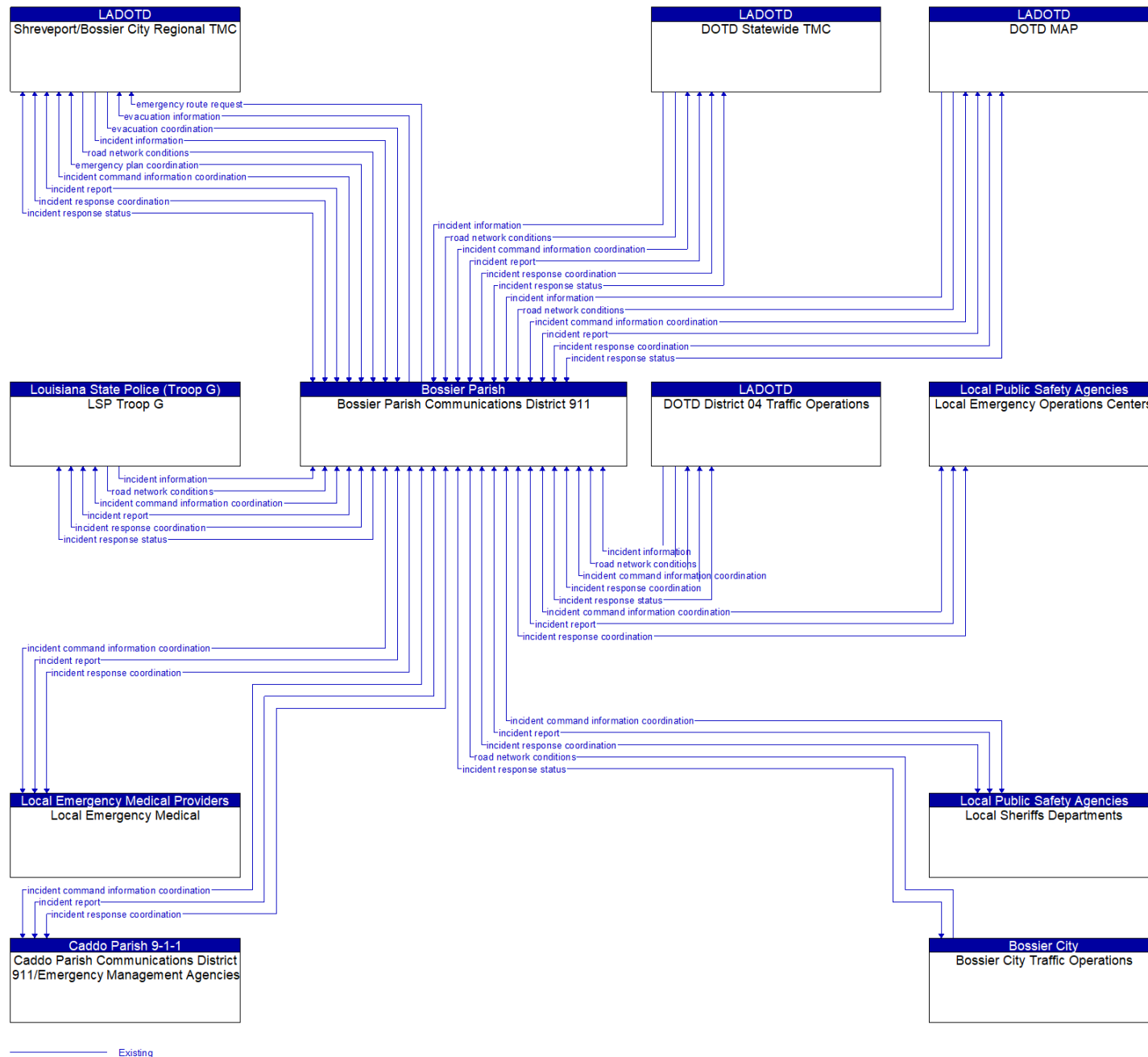
## Appendix B – ITS Architecture Flow Diagrams



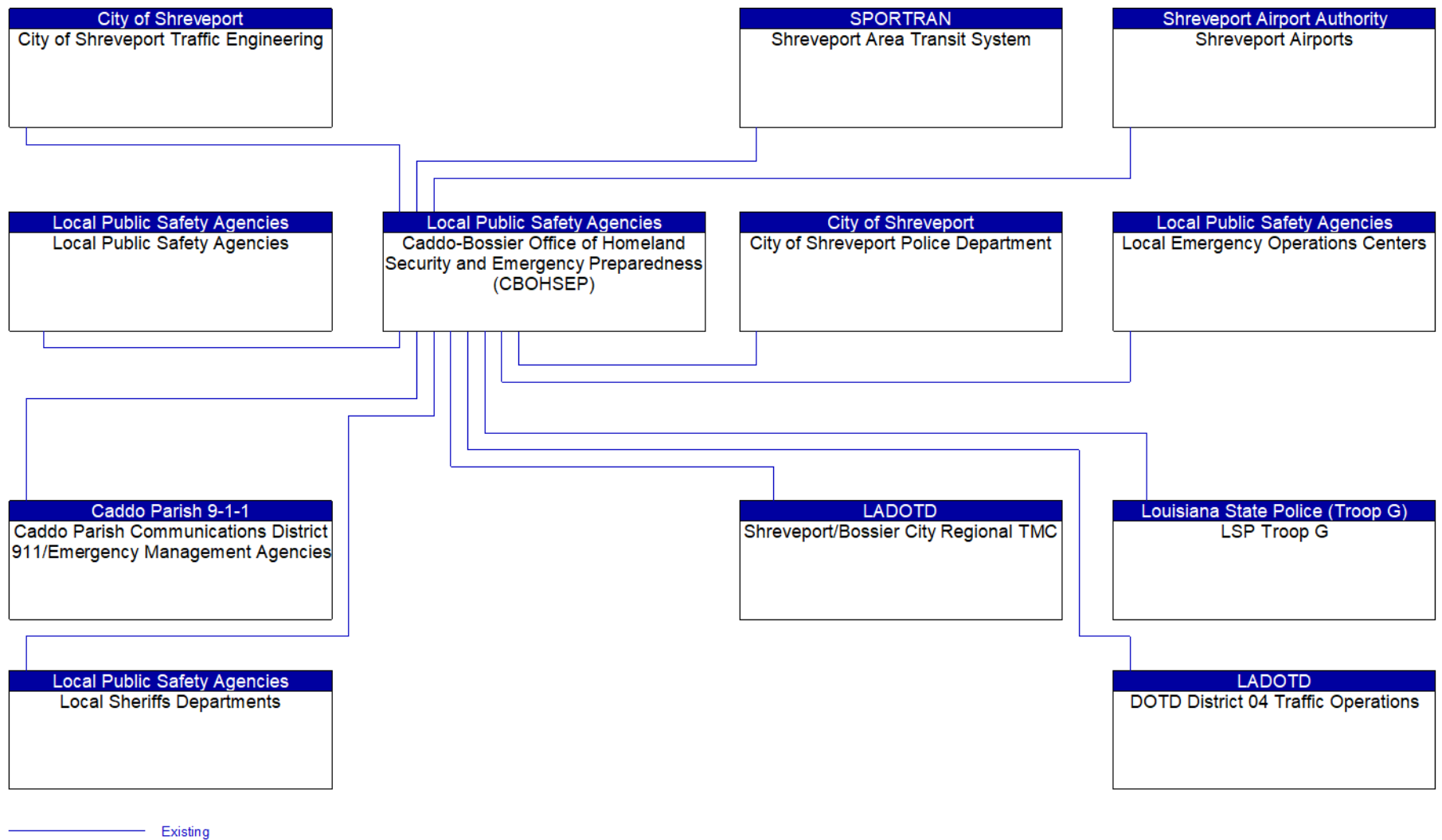


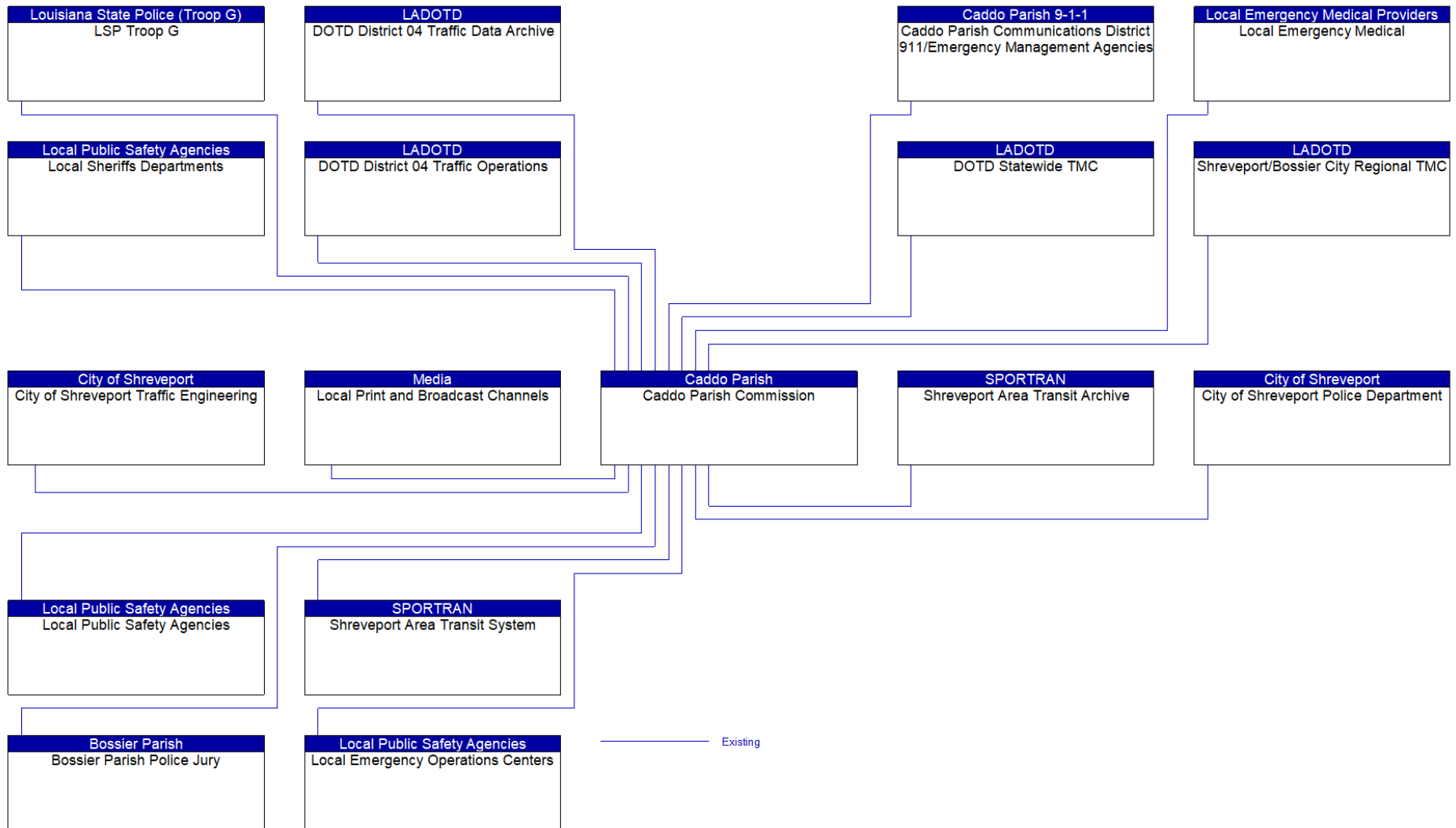


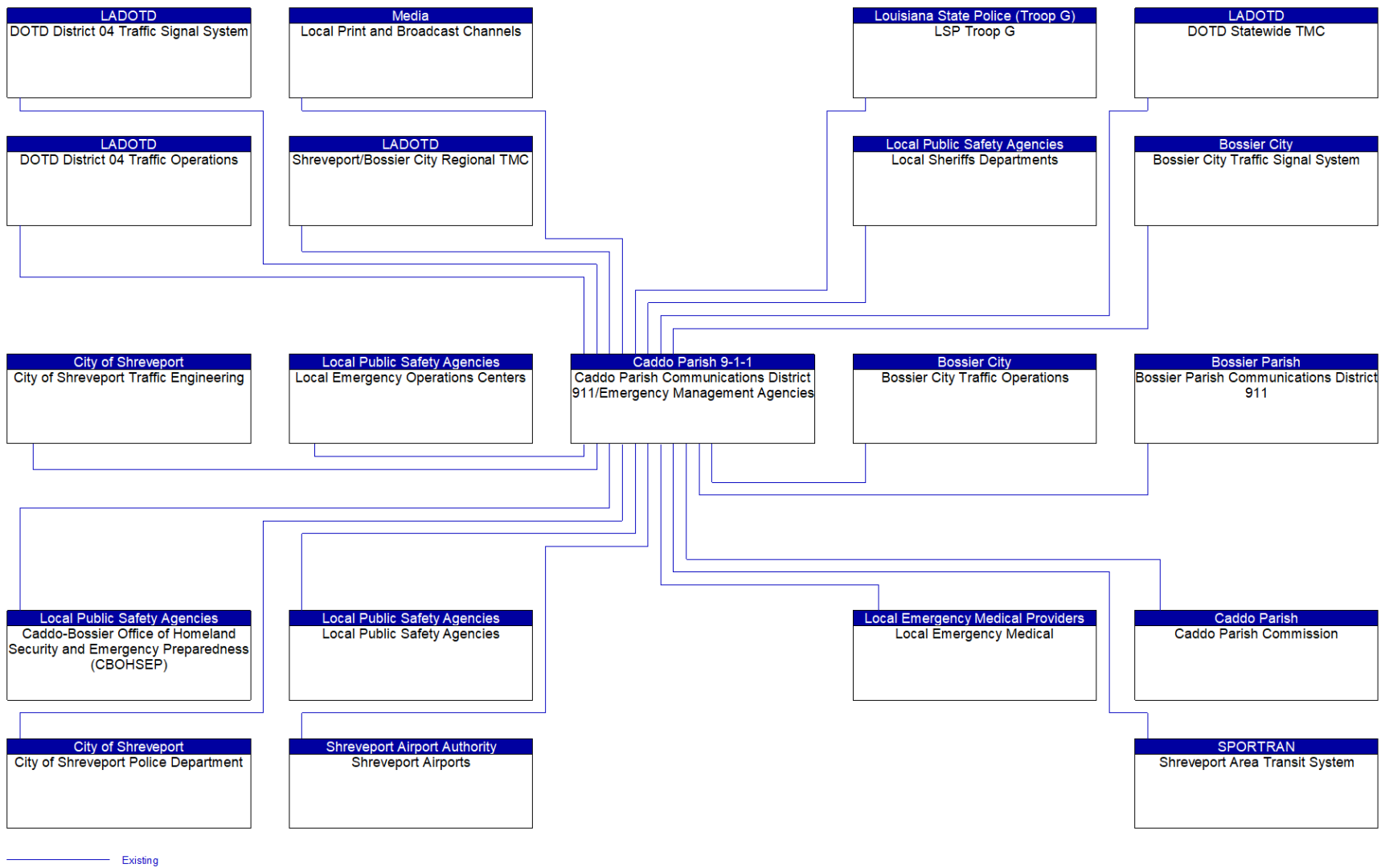




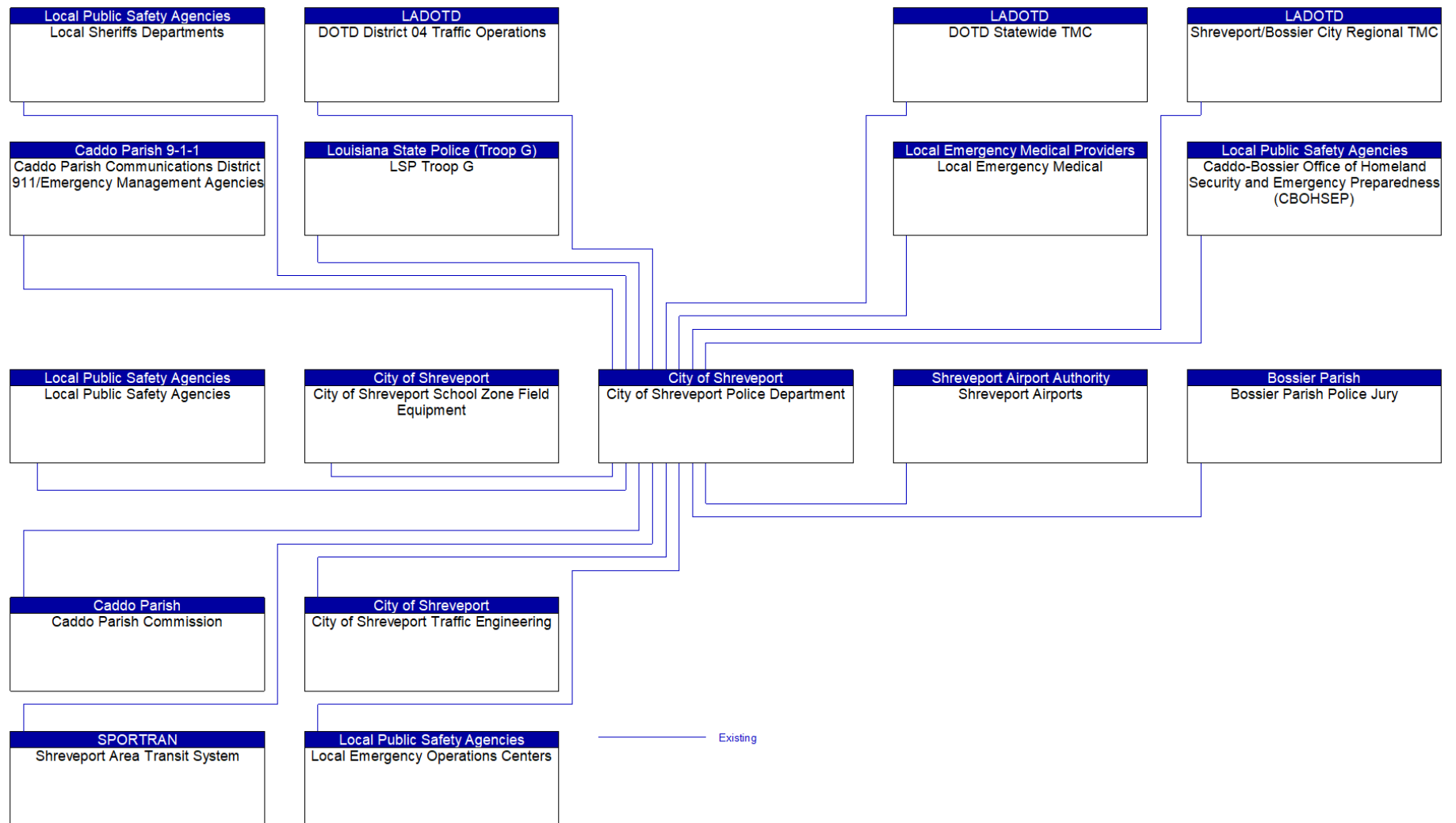


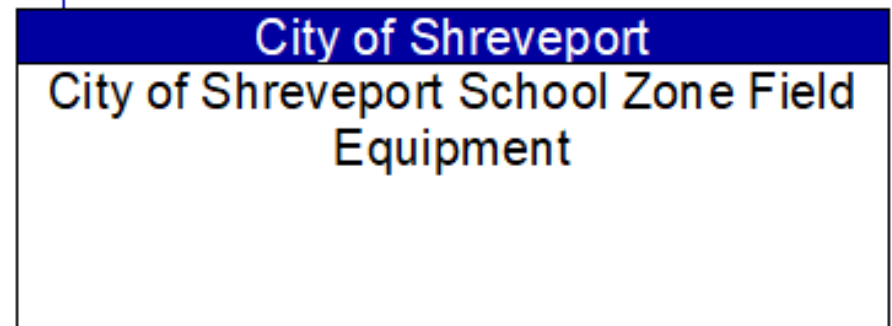
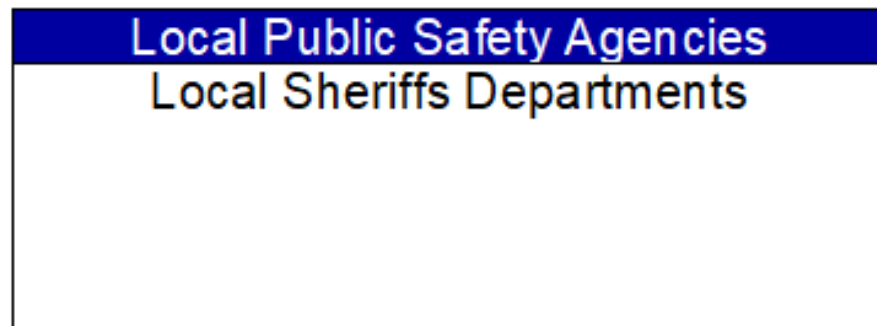
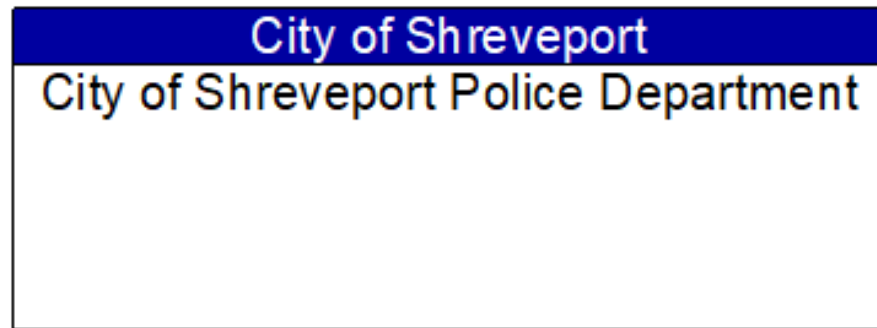






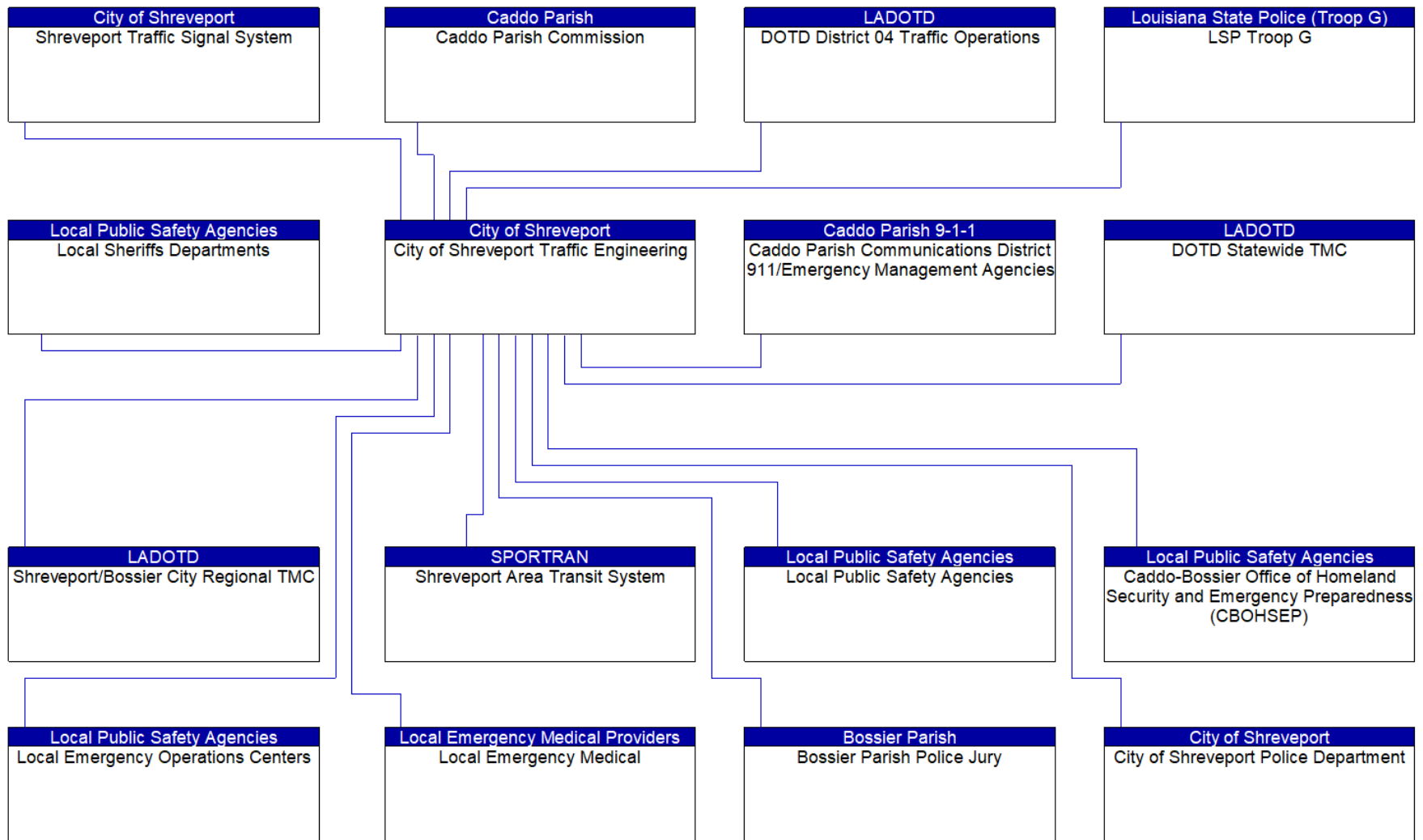






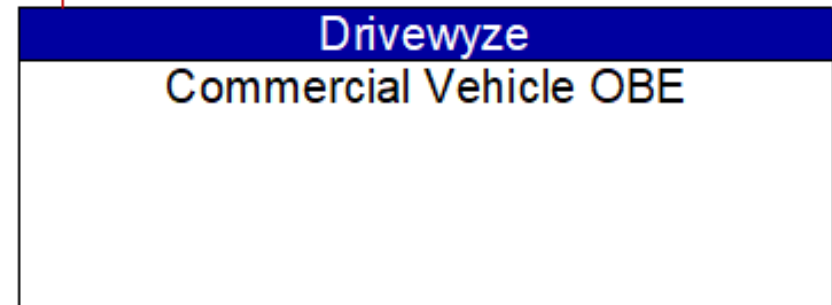
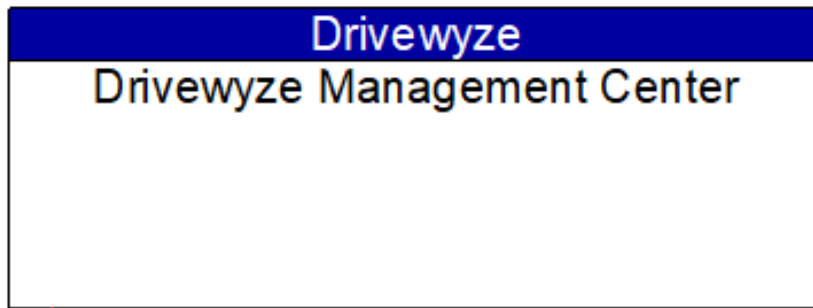
Existing





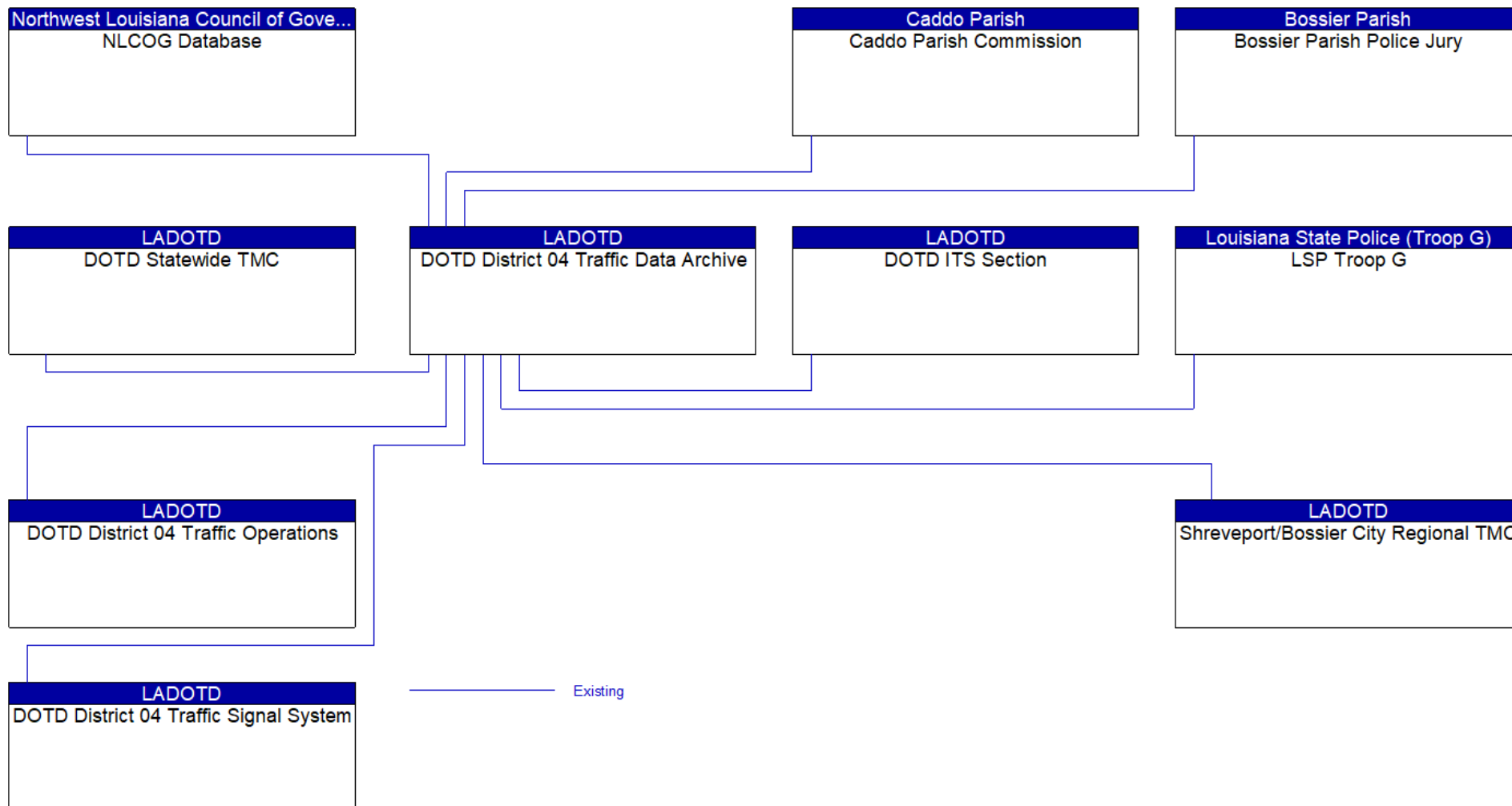
Existing

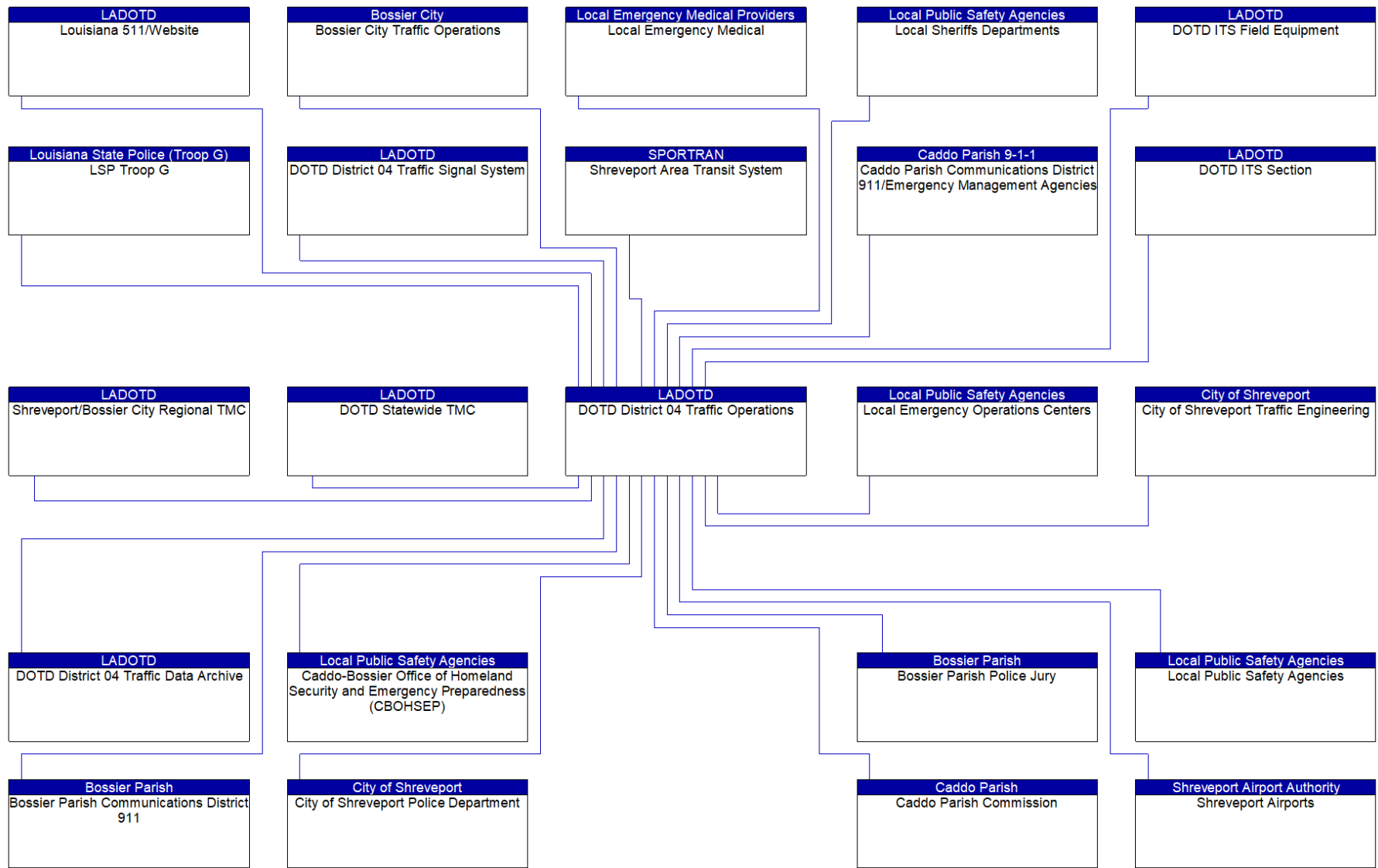




----- Planned

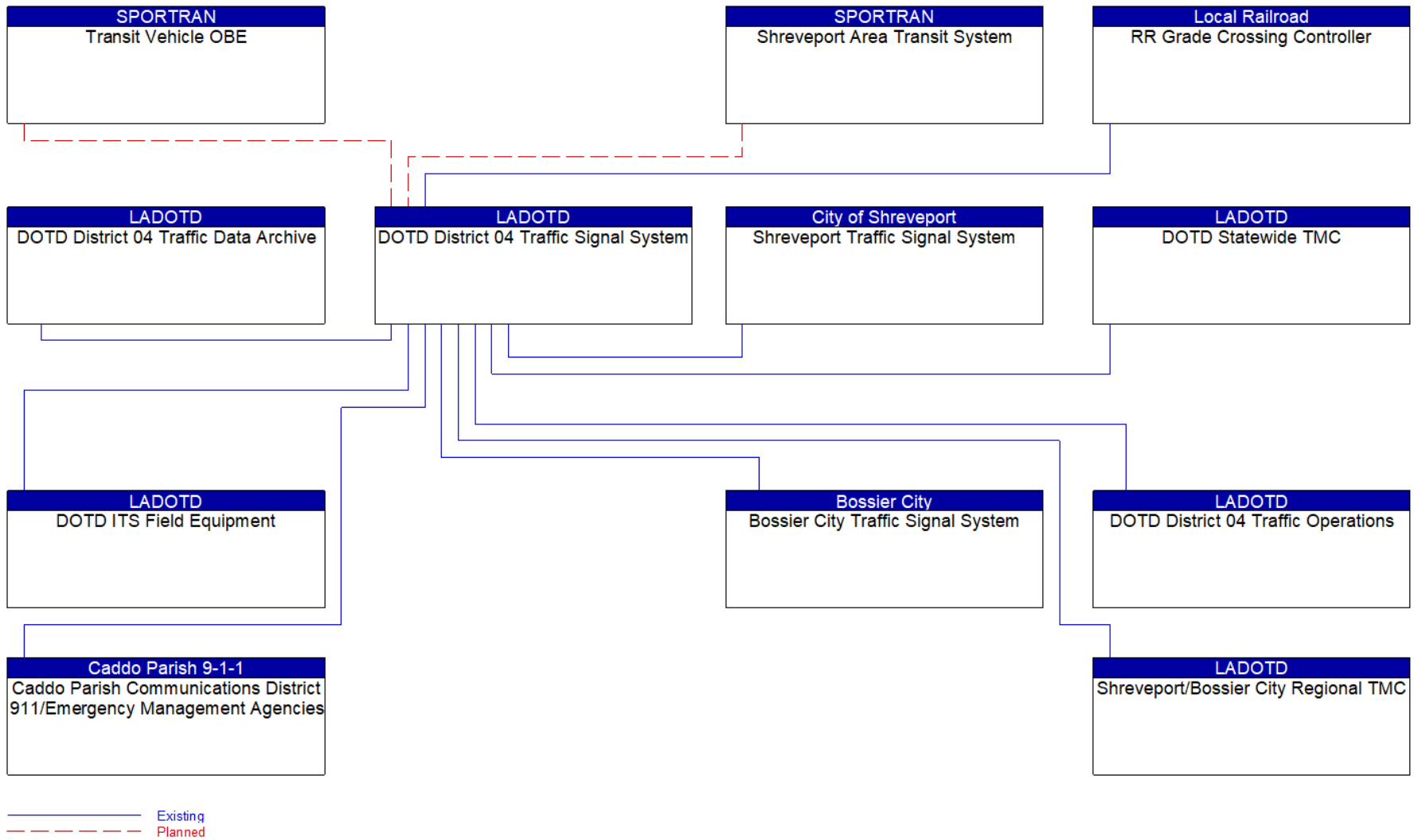




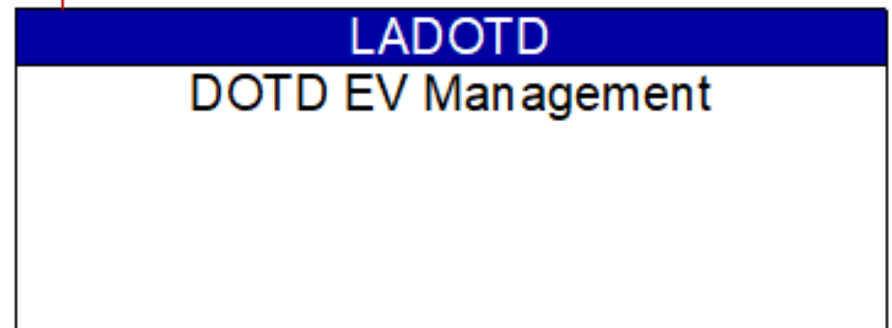
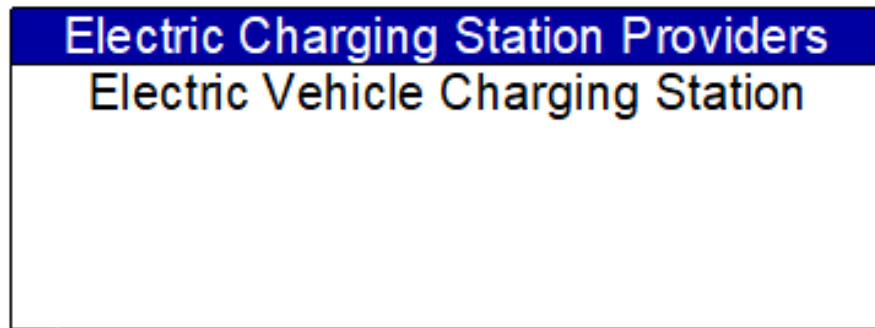


Existing



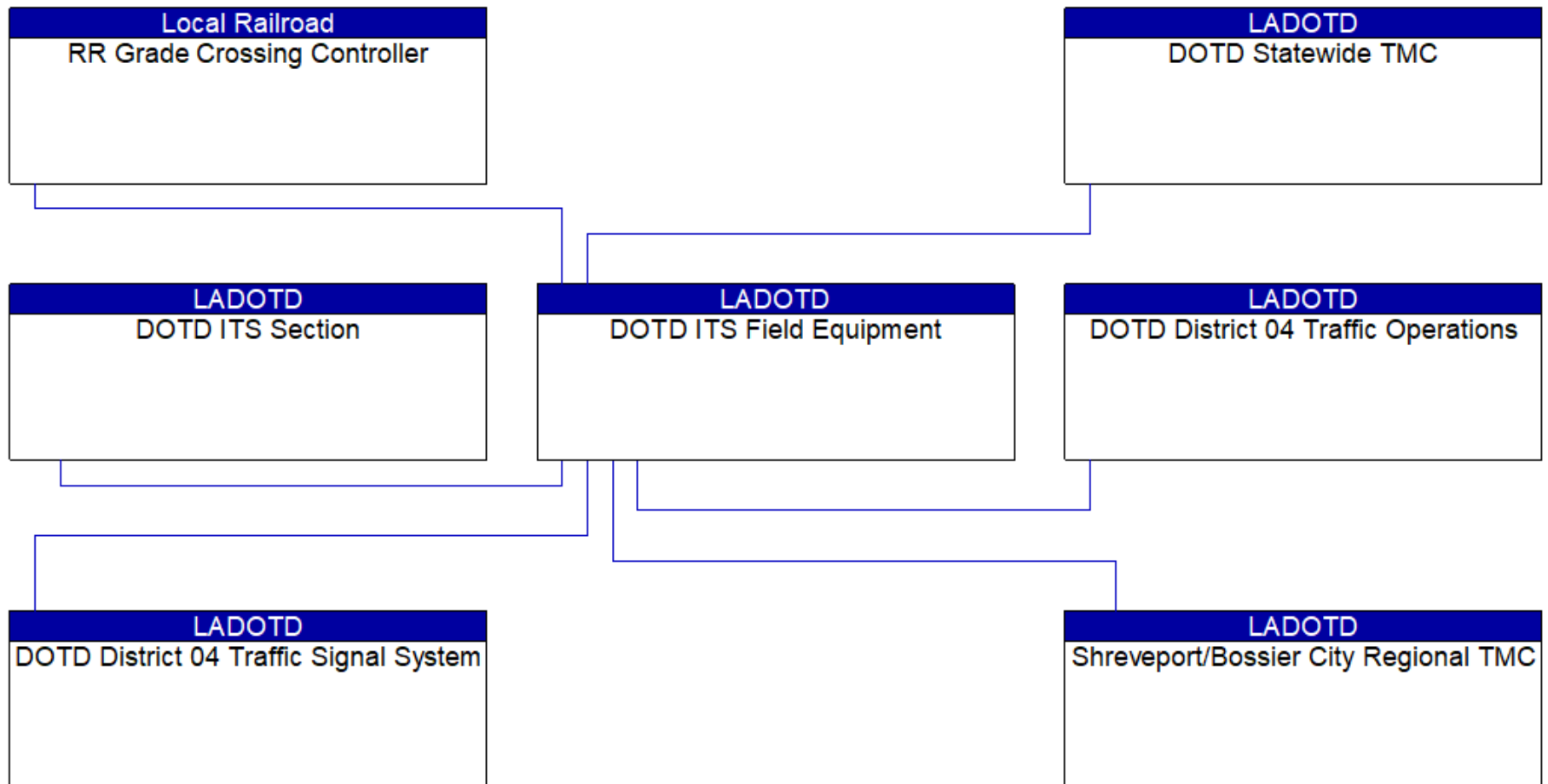






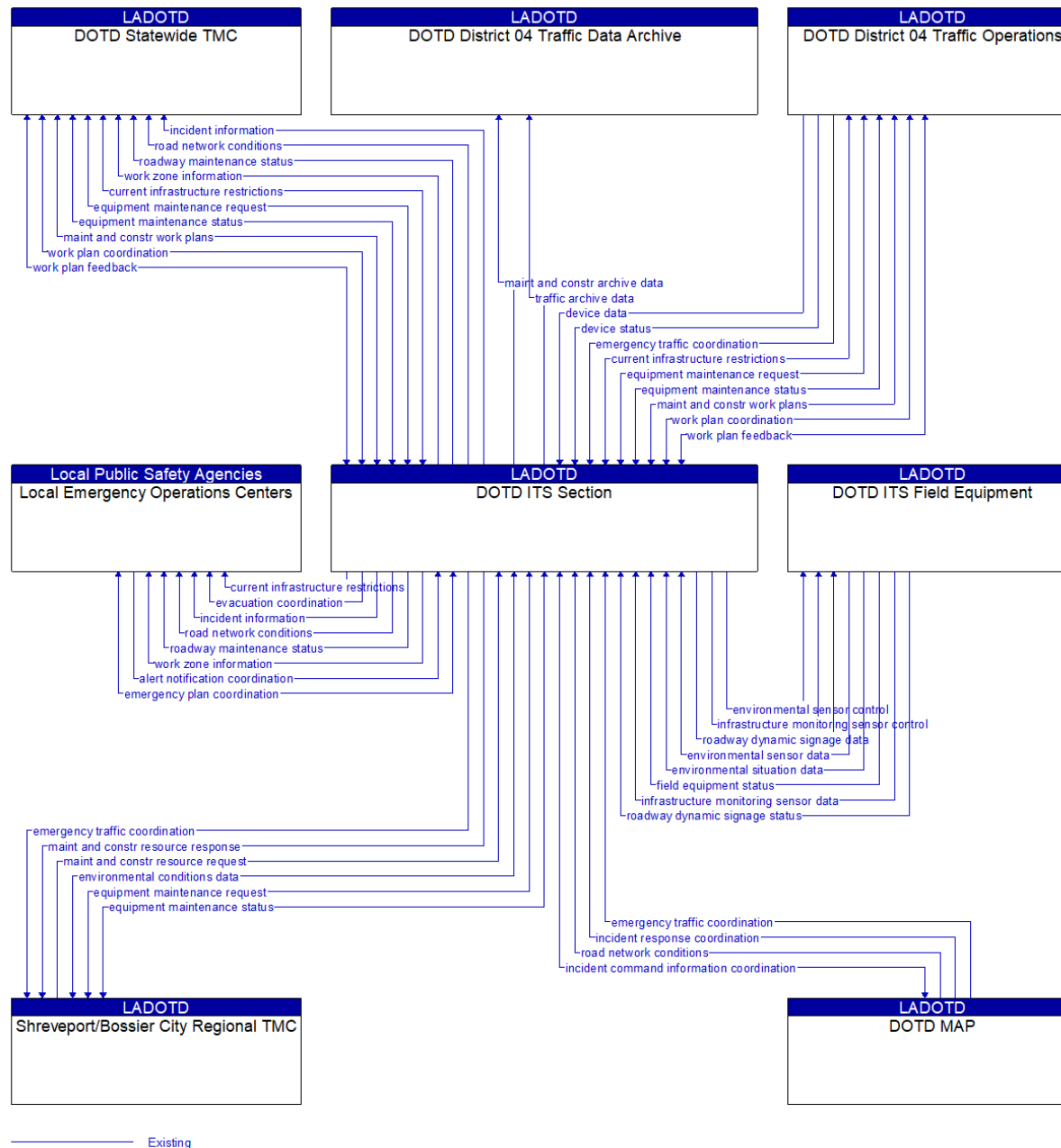
----- Planned

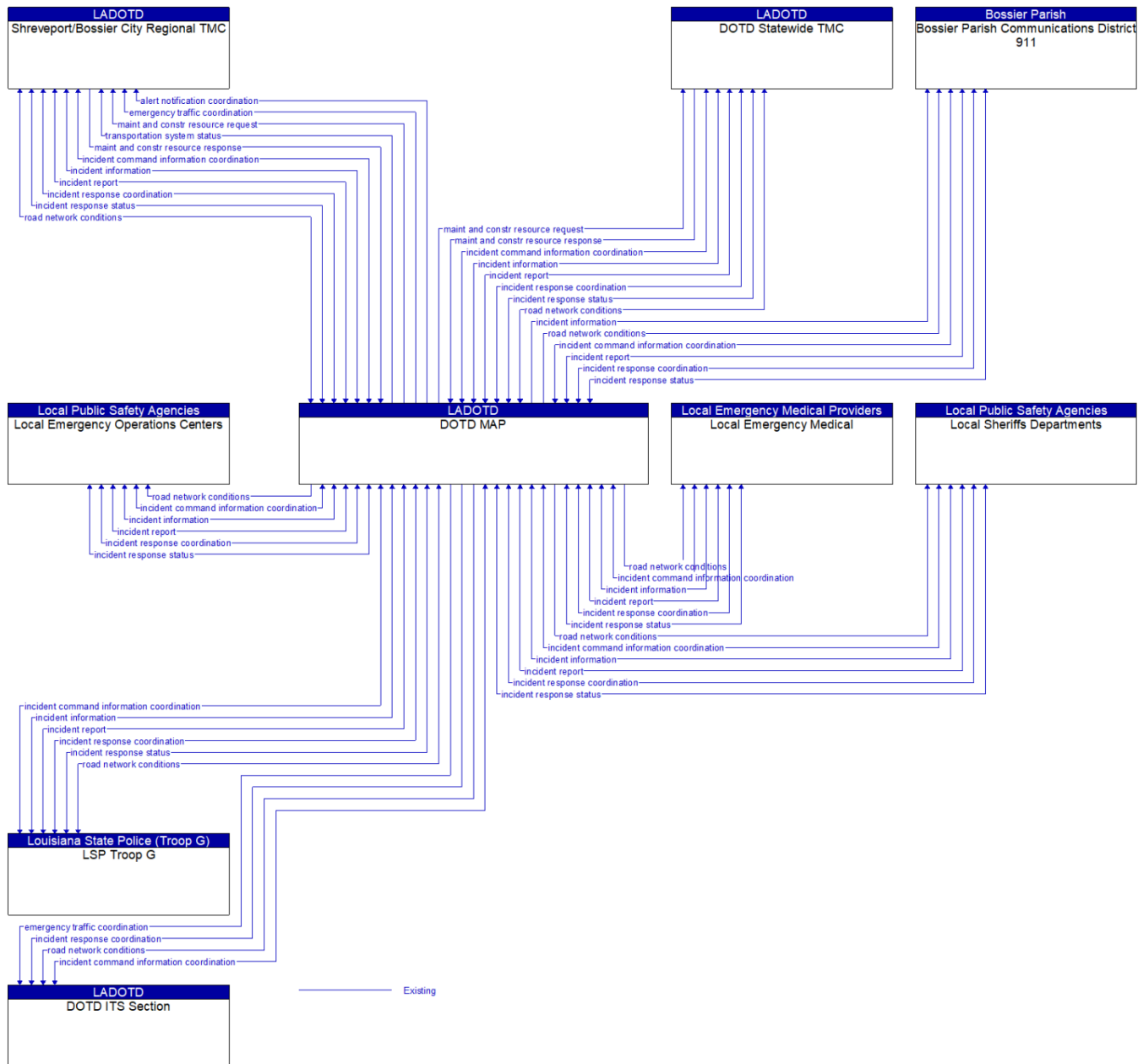


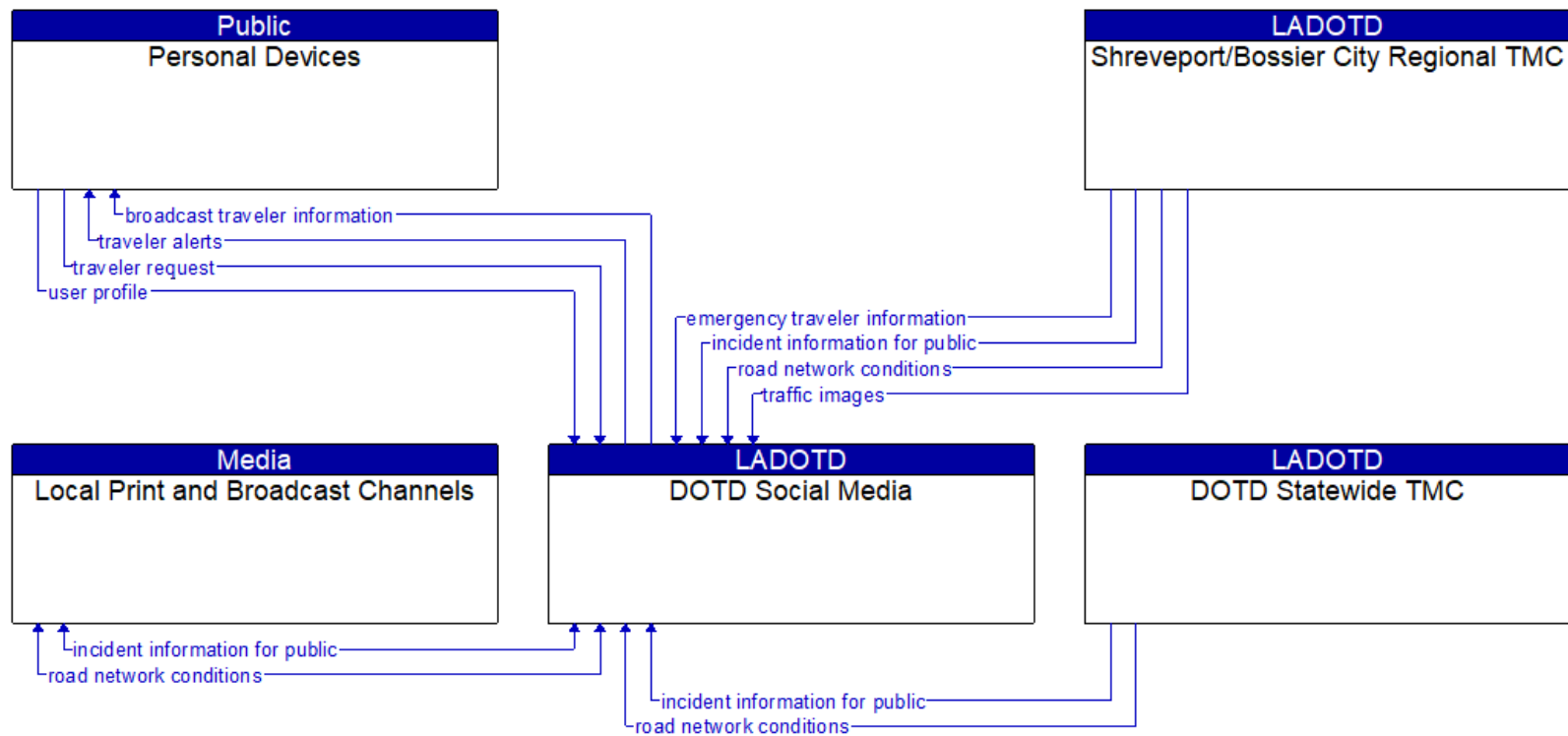


Existing



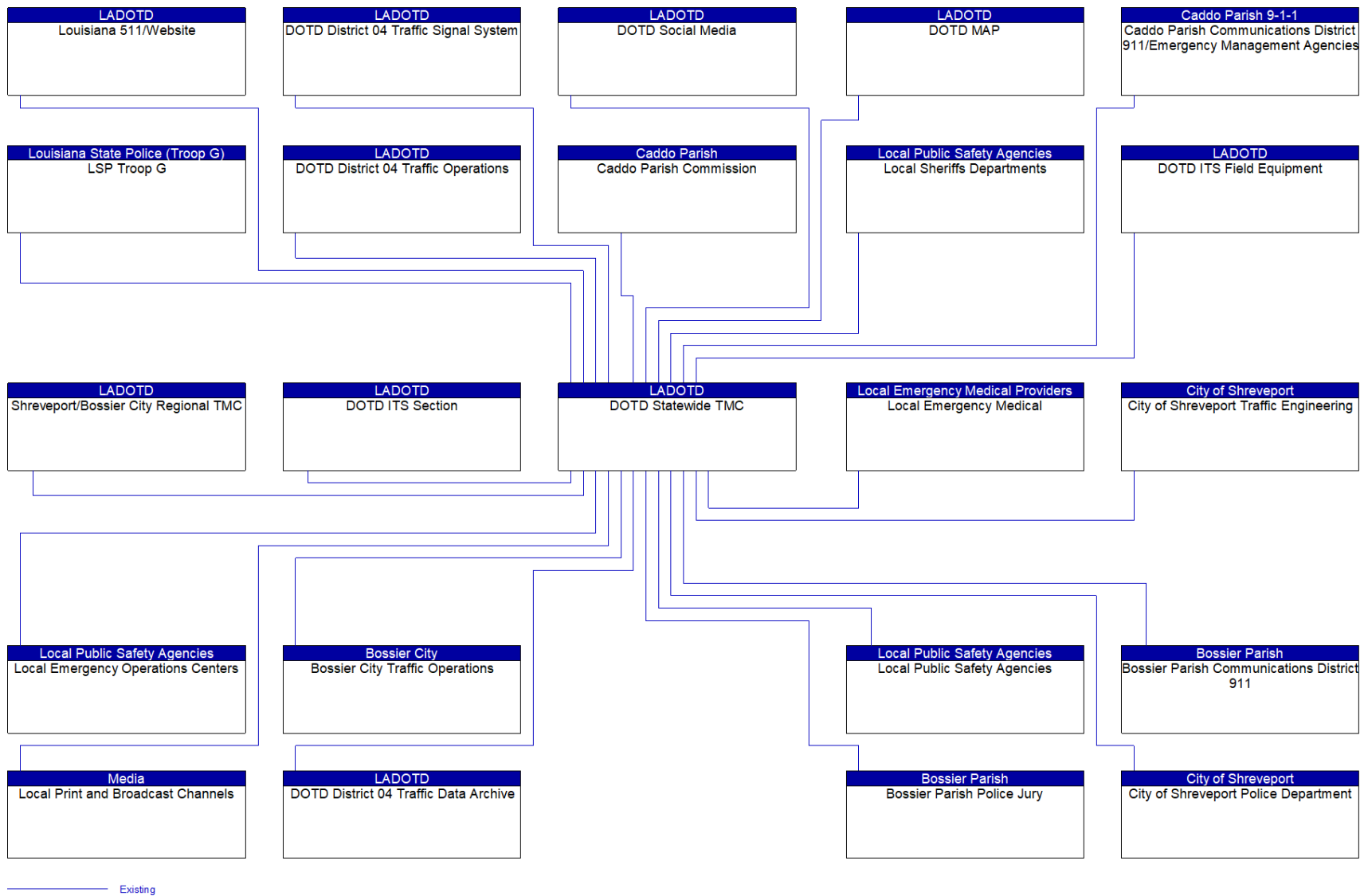






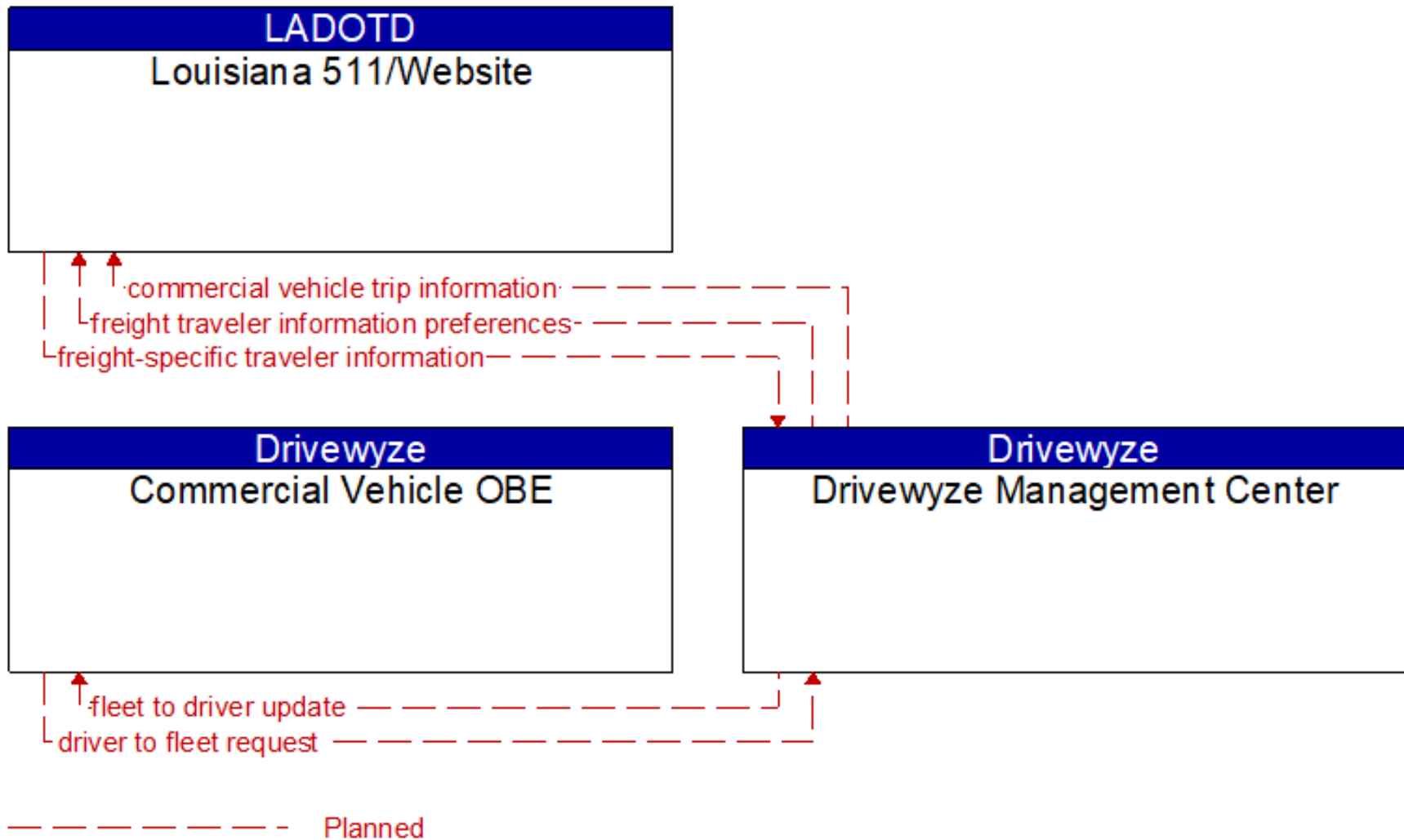
Existing



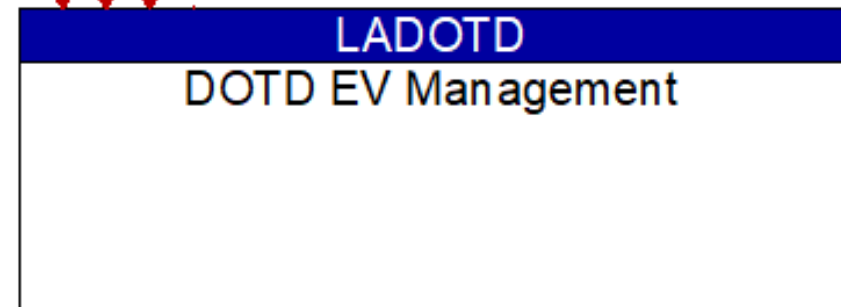
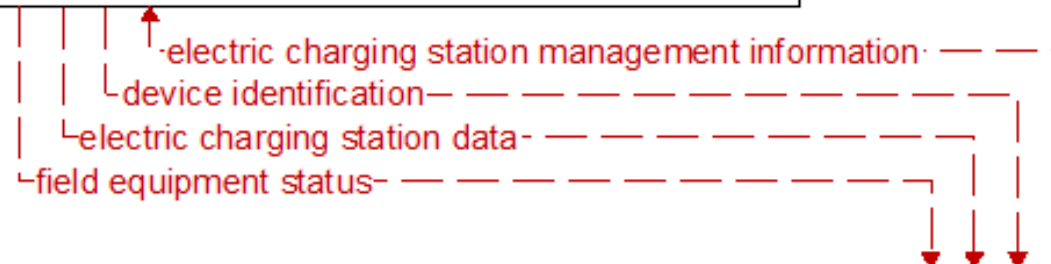
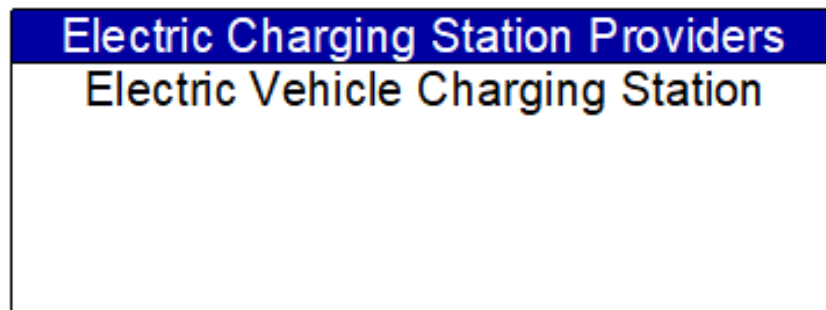


Existing



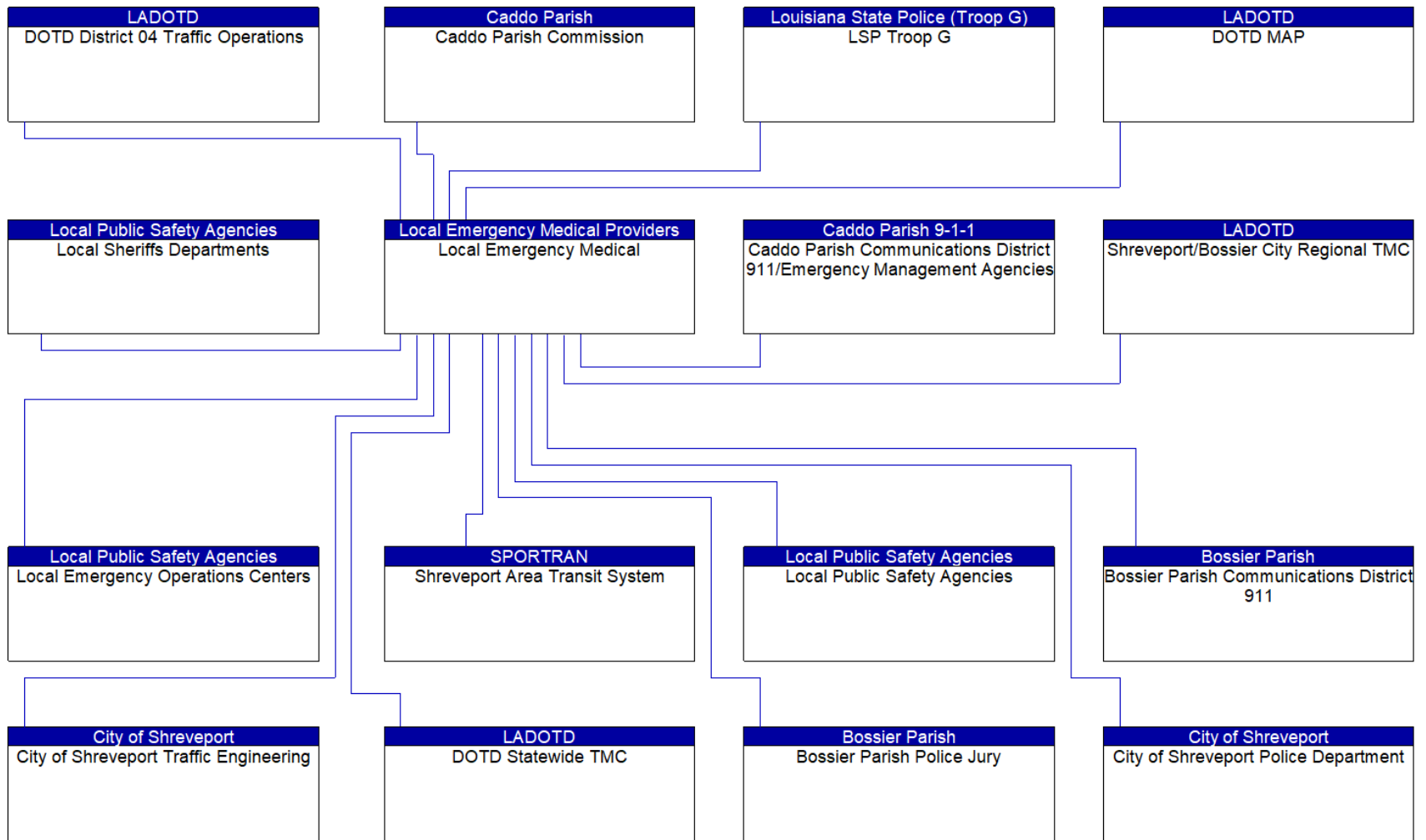






----- Planned

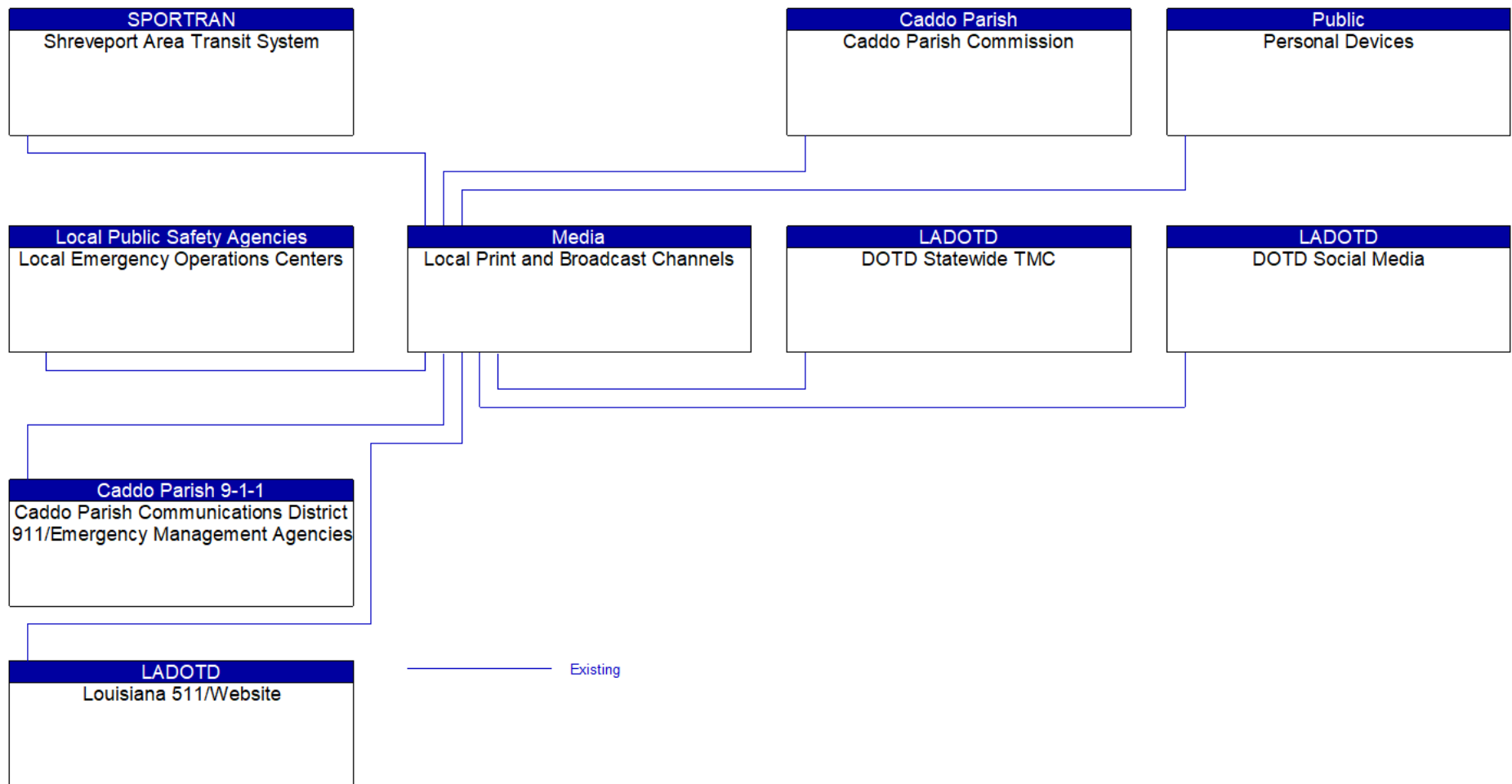




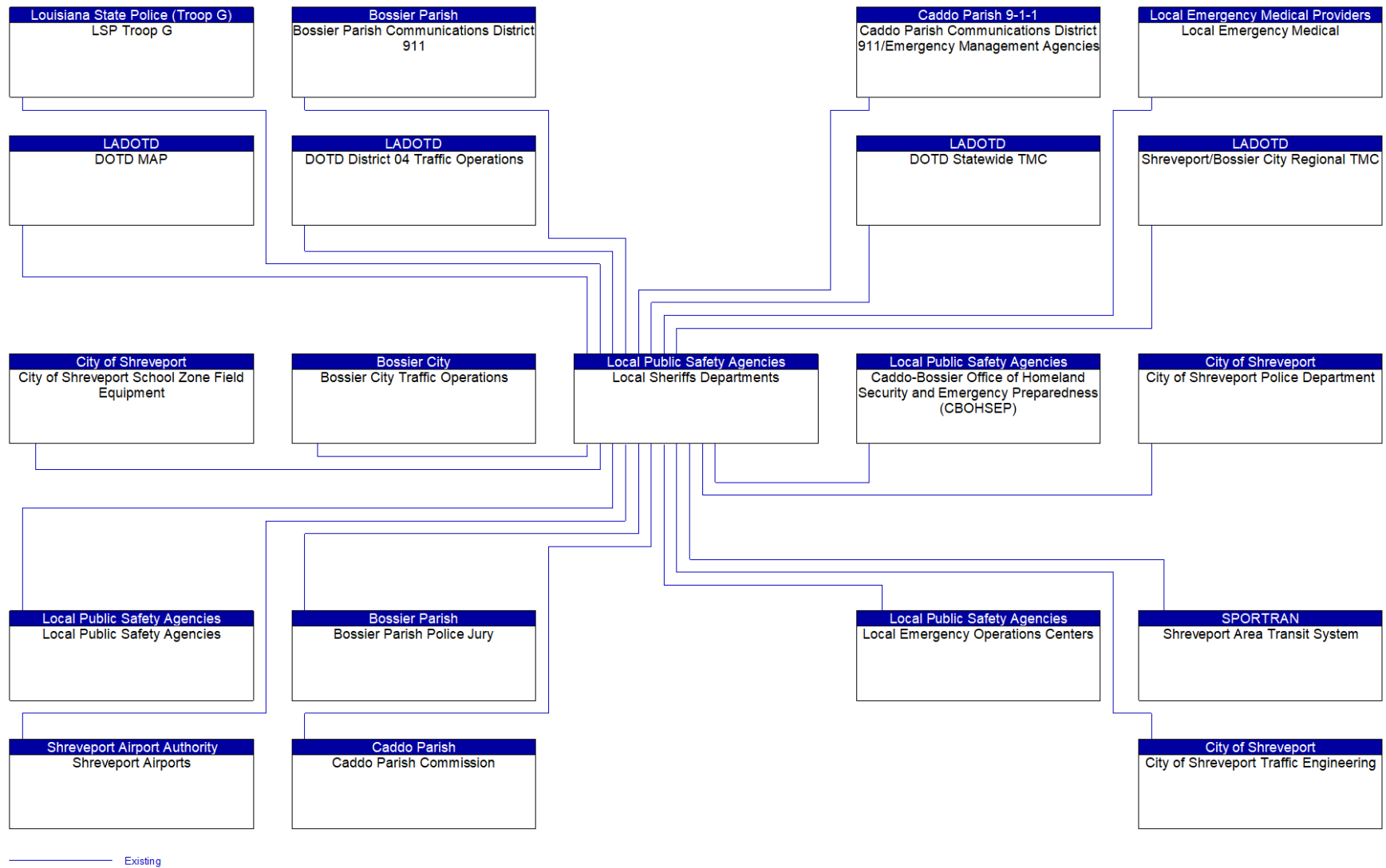
Existing

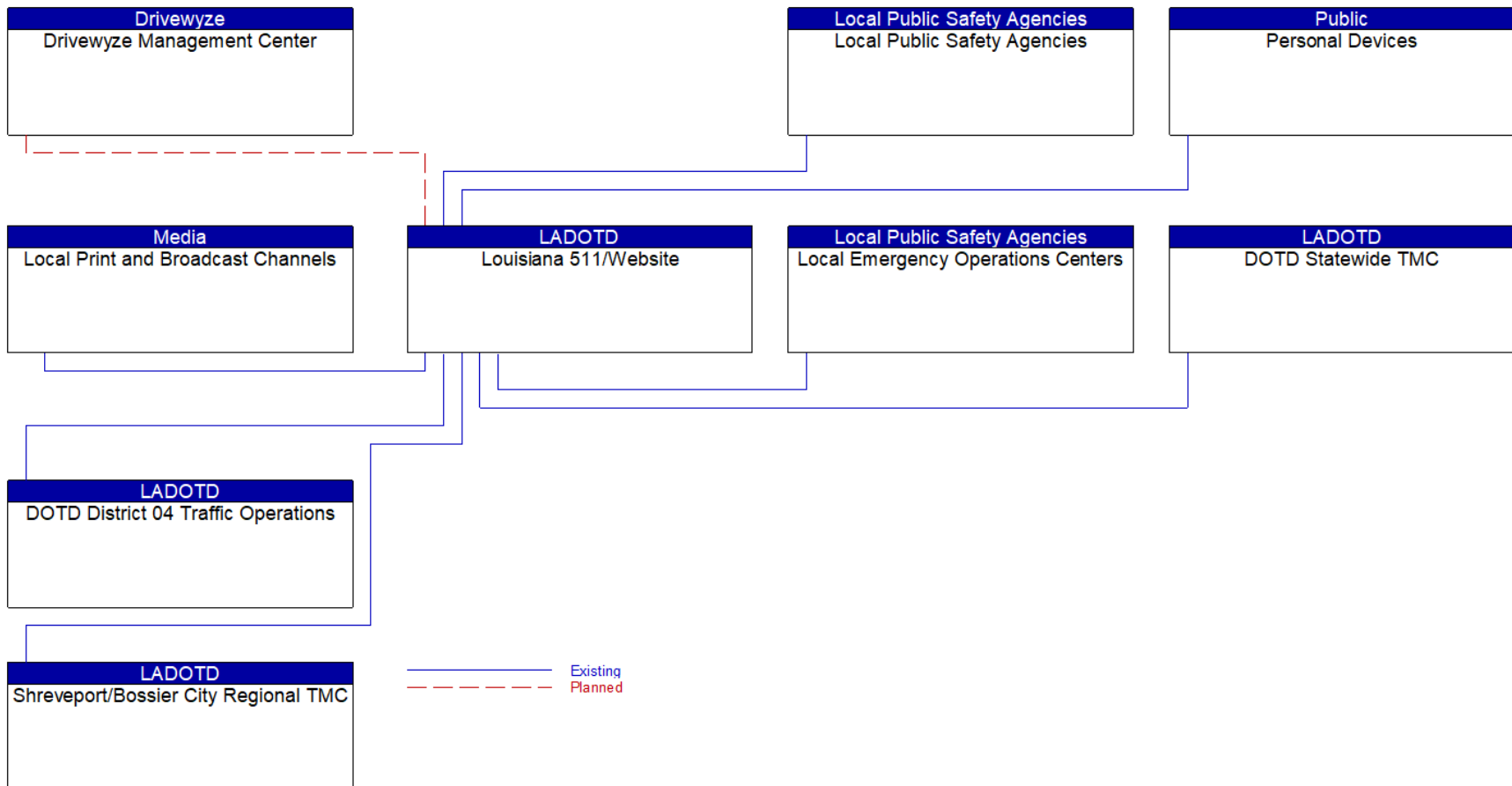




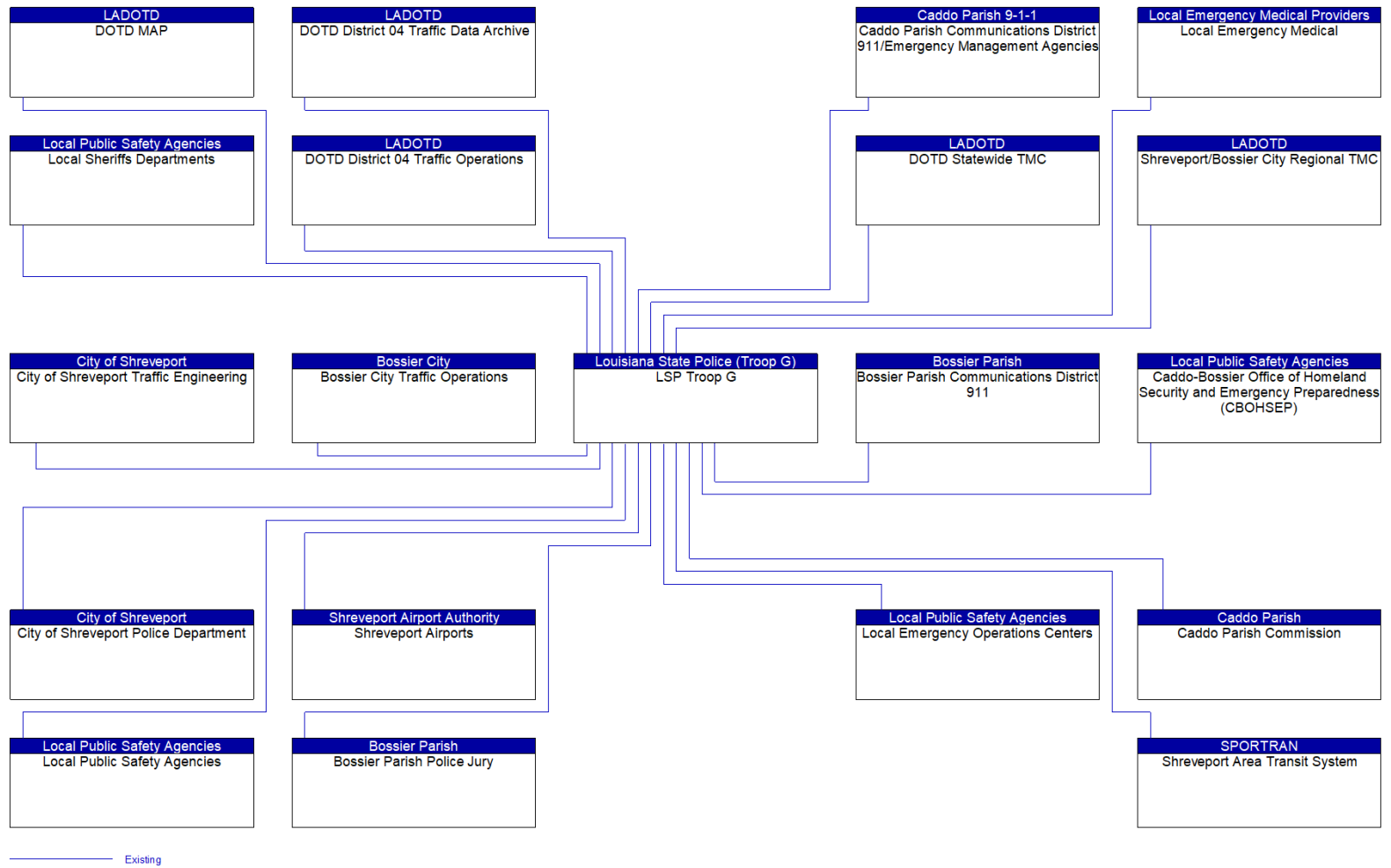


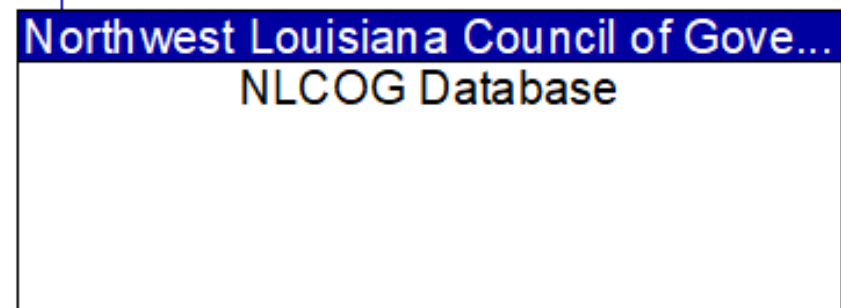
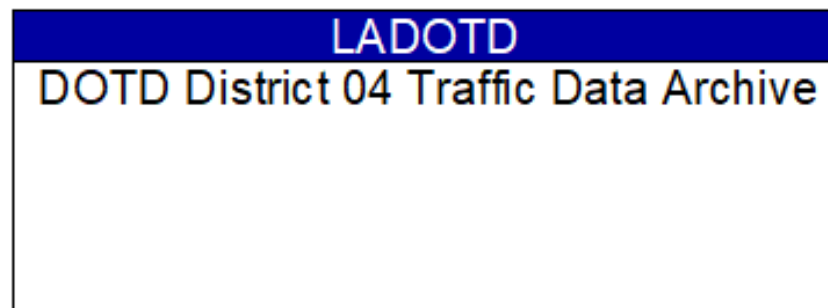






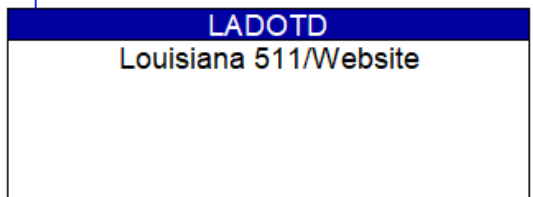
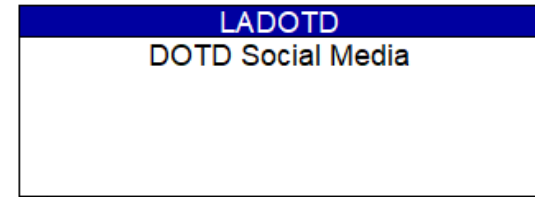
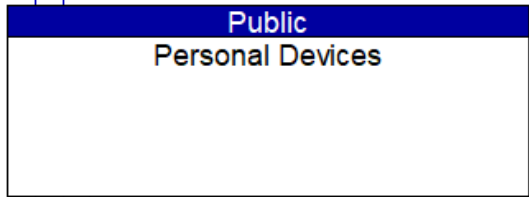
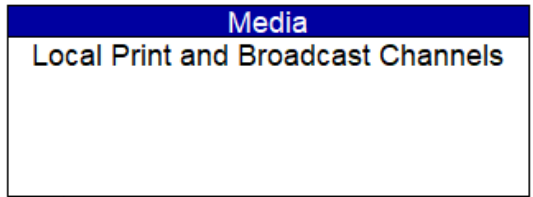
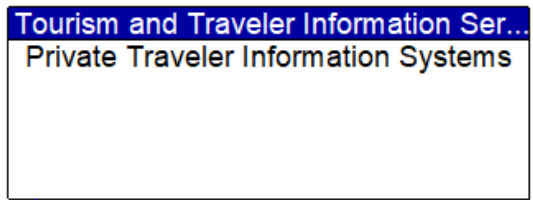






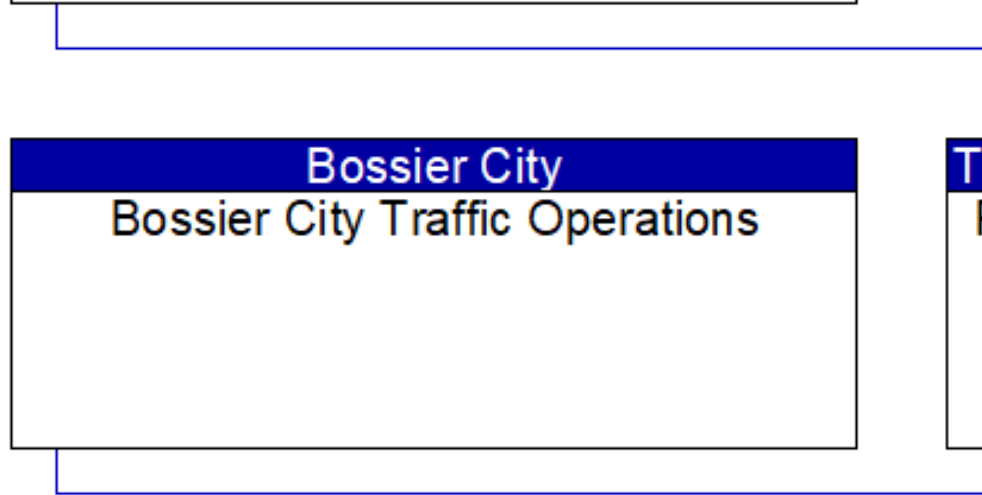
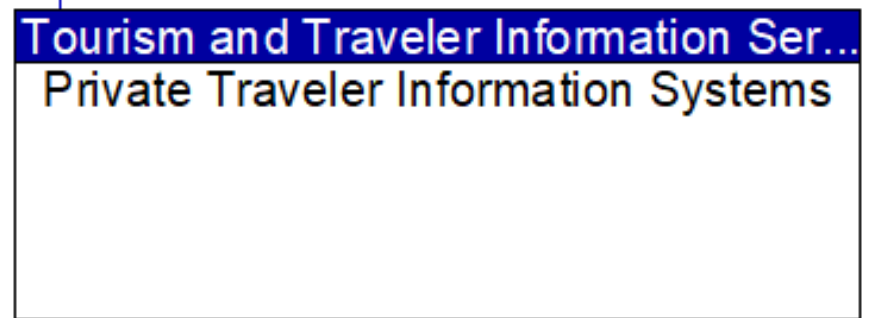
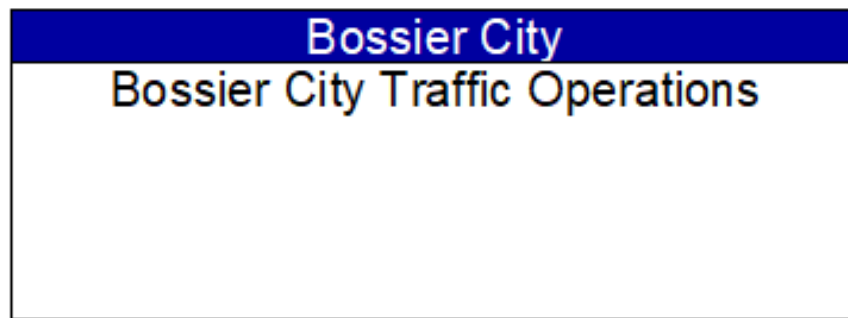
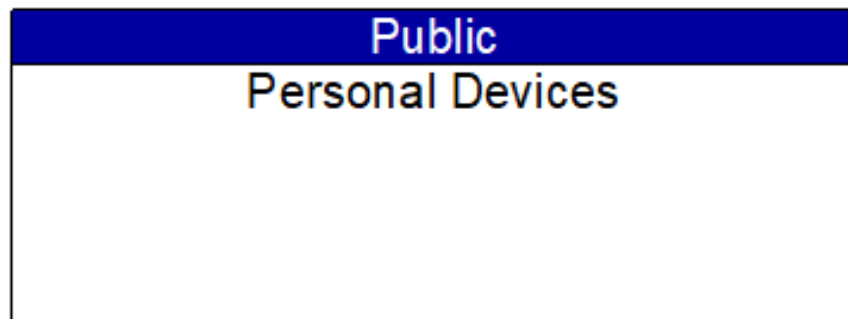
Existing





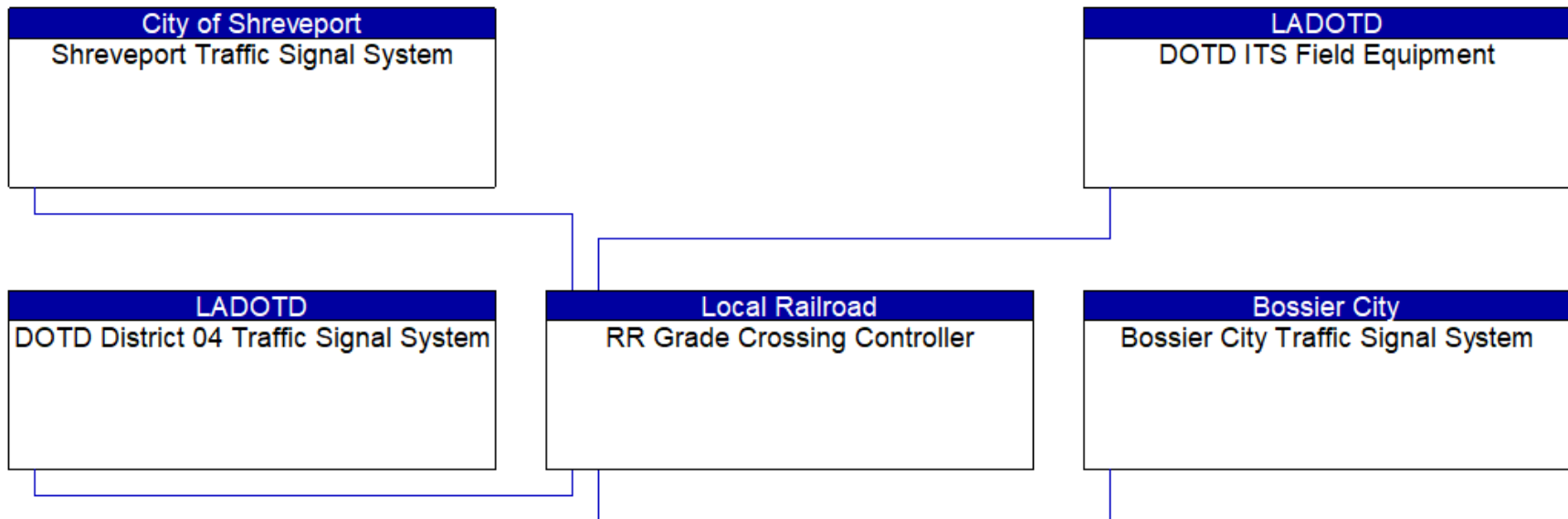
Existing





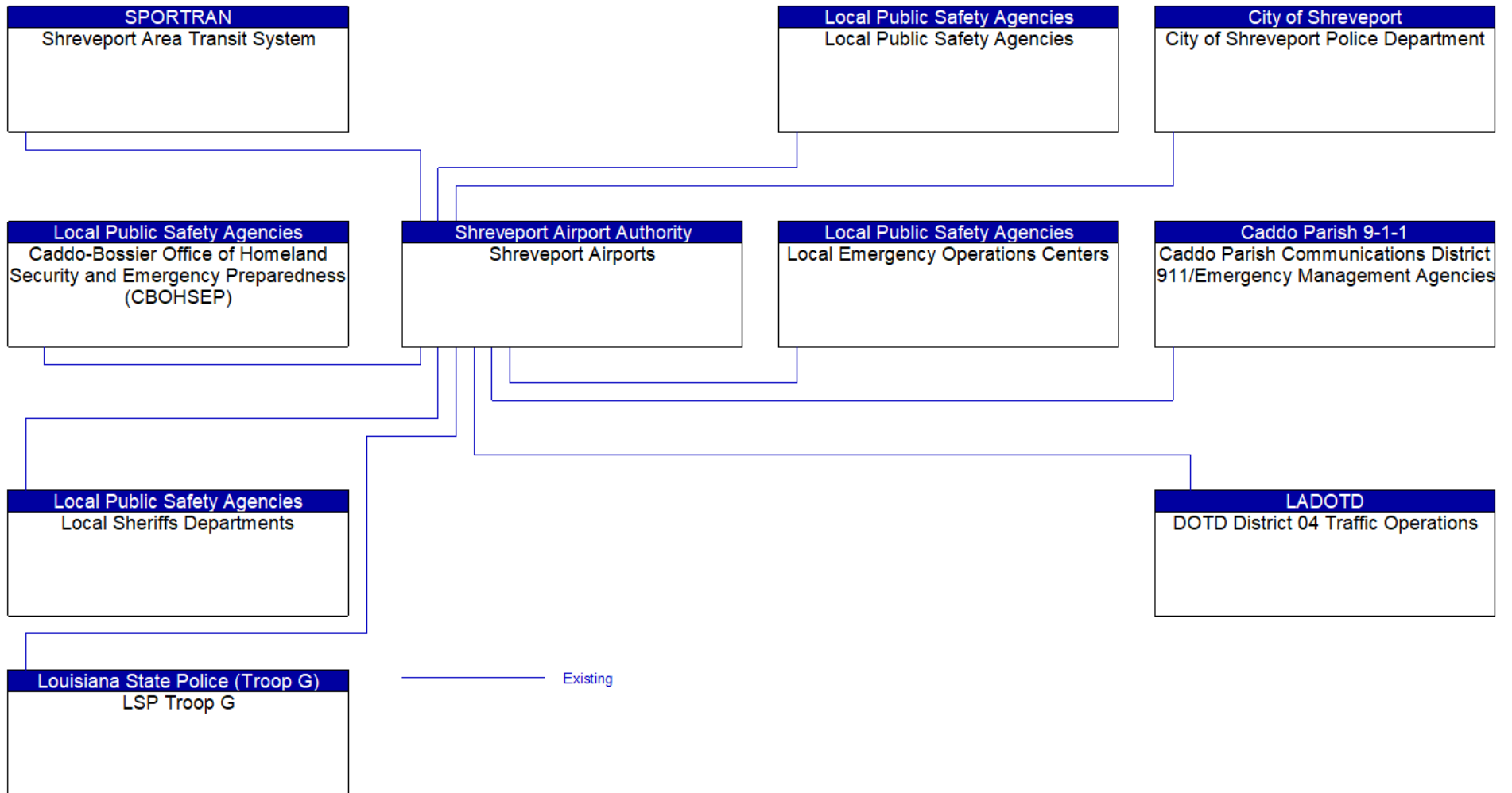
Existing

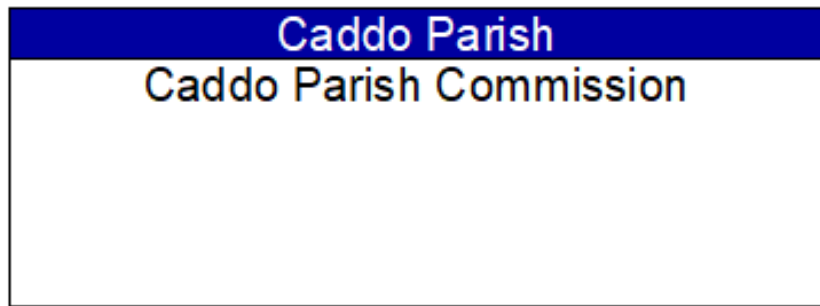
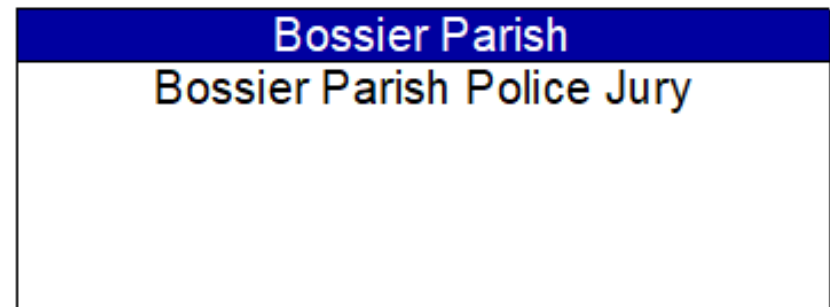
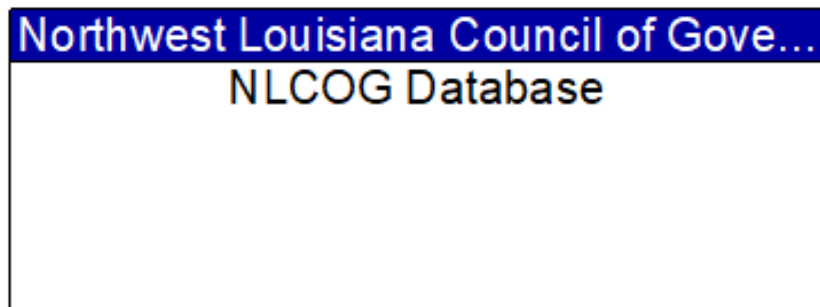




Existing

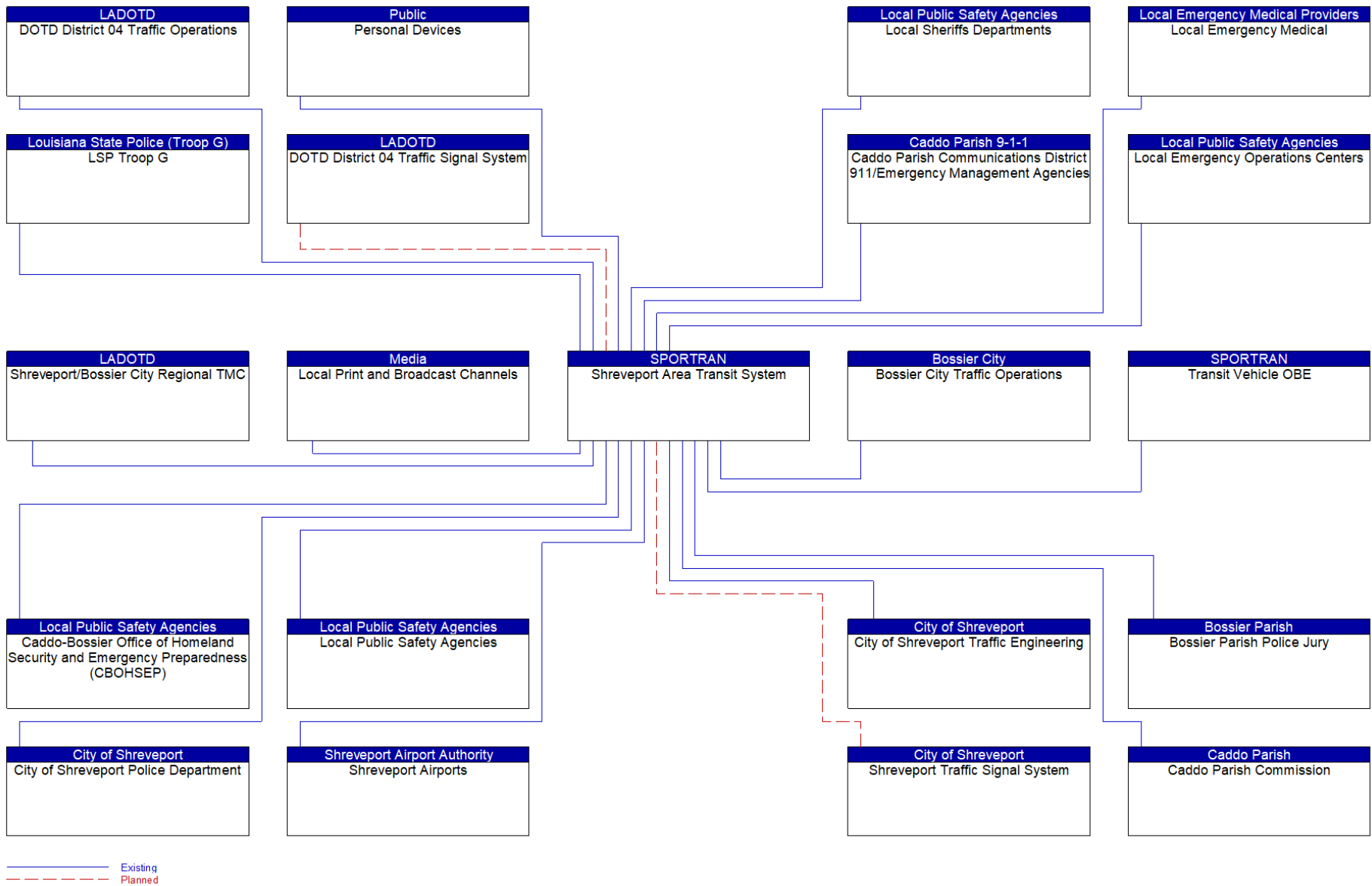




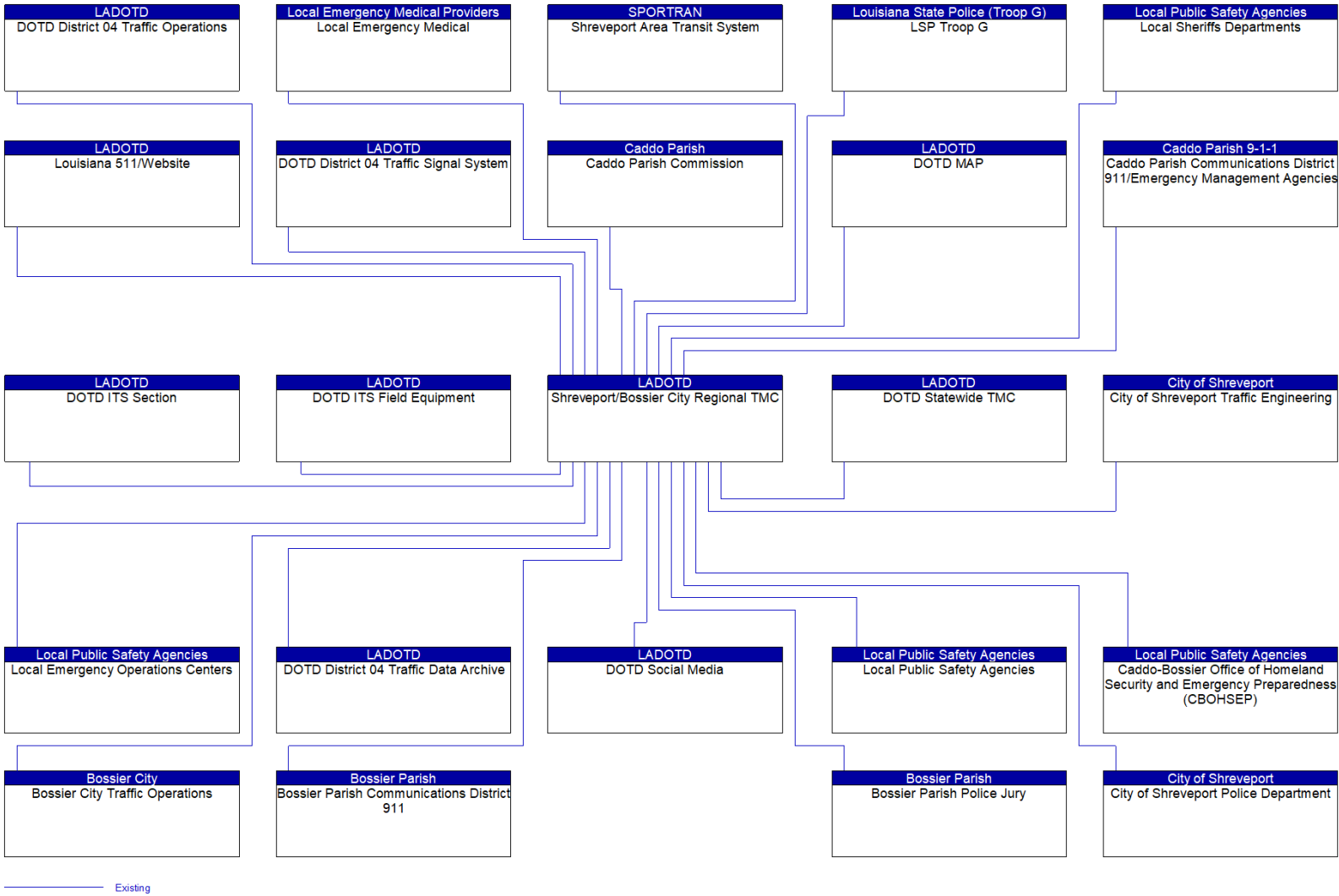


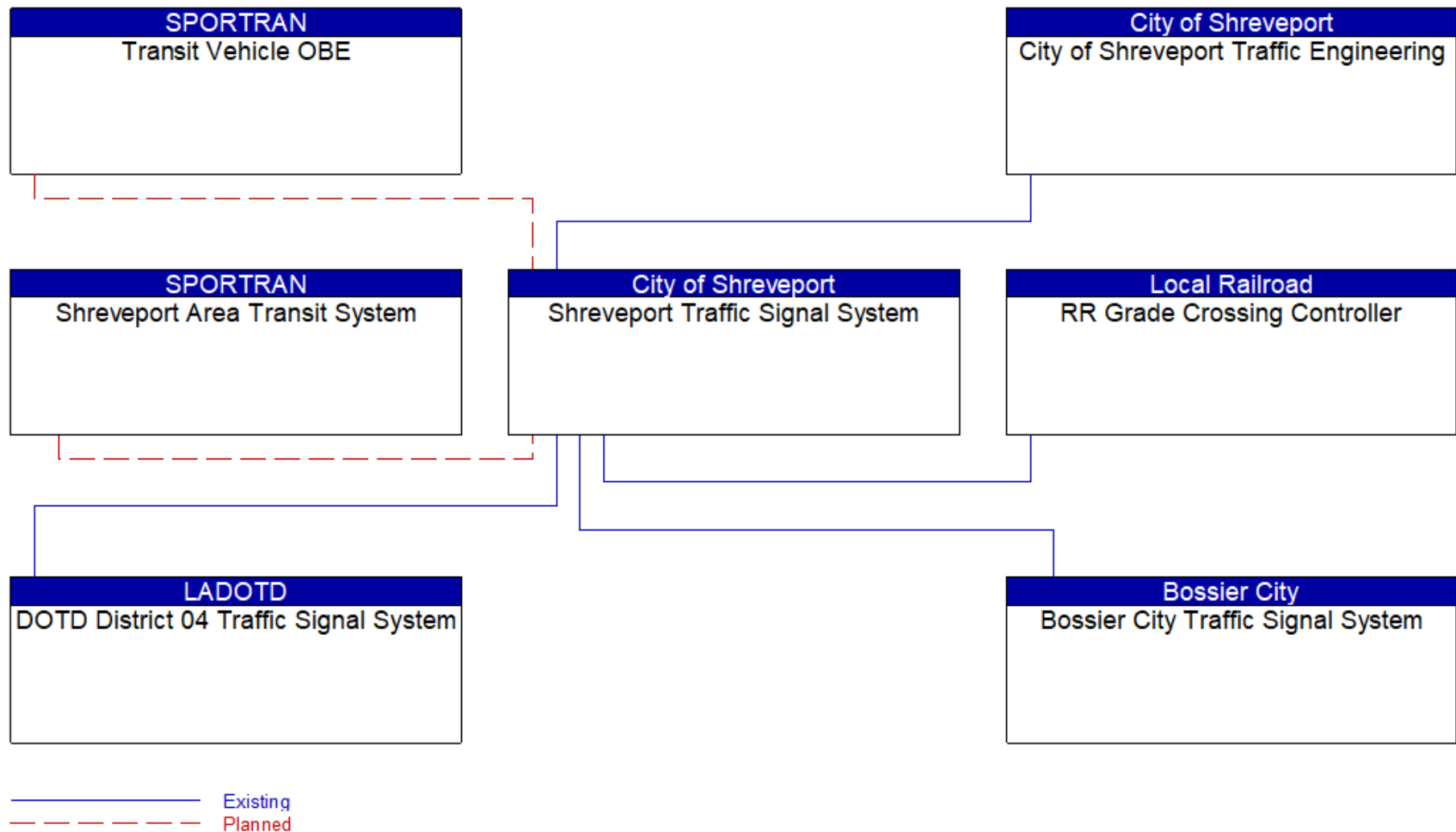
Existing

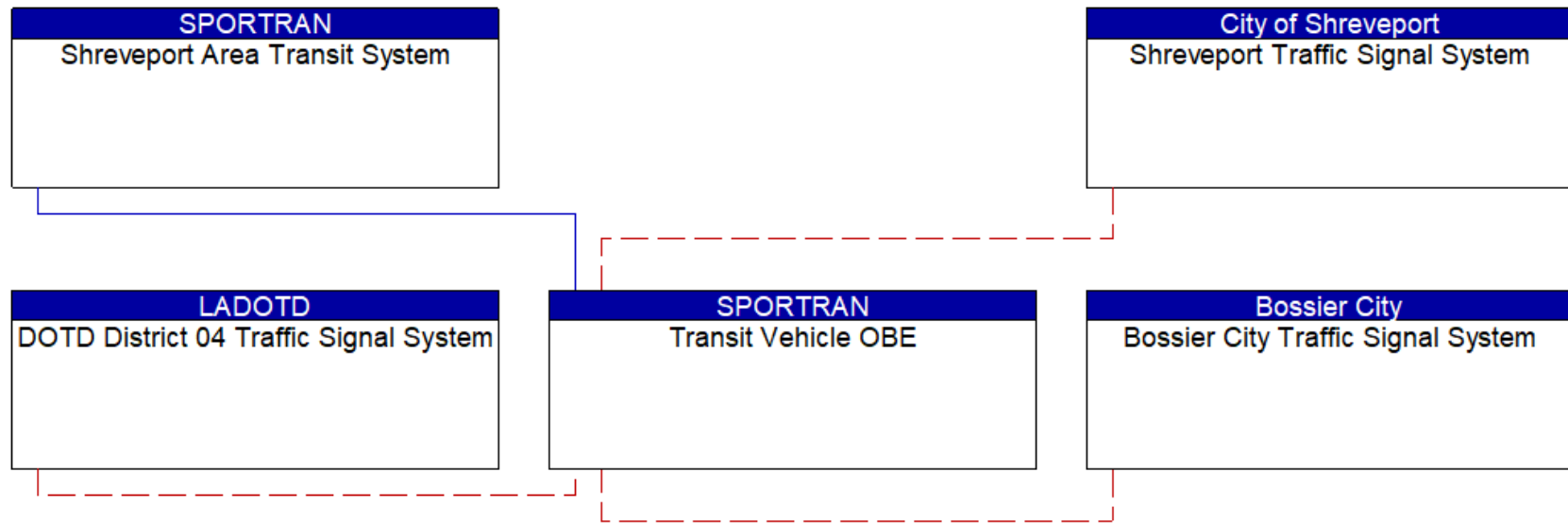












Existing  
Planned





## Appendix C – Copies of Agreements





Office of Engineering  
PO Box 94245 | Baton Rouge, LA 70804-9245  
ph: 225-379-1025 | fx: 225-379-1857

John Bel Edwards, Governor  
Shawn D. Wilson, Ph.D., Secretary

May 10, 2022

Mr. Keith Hanson, Chief Technology Officer  
City of Shreveport  
505 Travis Street  
Shreveport, LA 71101

Re: **Cooperative Endeavor Agreement**  
City of Shreveport  
Video Sharing

Dear Mr. Hanson:

Attached is one fully executed copy of the document between the Department of Transportation and Development (DOTD) and City of Shreveport dated May 6, 2022.

If you have any questions or comments, please contact **Julia Cunningham** at (225) 379-1720 or email at [julia.cunningham@la.gov](mailto:julia.cunningham@la.gov).

Sincerely,

Kathy Ward  
Contract/Grants Reviewer Manager

KW: jc

Attachments

pc: Mr. Joshua Harrouch  
Ms. Elaine Rougeau  
Ms. Susan Broadway  
Ms. Vallouise Daniels

**INTERGOVERNMENTAL AGREEMENT  
VIDEO SHARING  
between  
THE STATE OF LOUISIANA  
through the  
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
and  
"THE CITY OF SHREVEPORT"**

**THIS INTERGOVERNMENTAL AGREEMENT** (here in after referred to as "Agreement") is made and executed in three (3) originals on this the 6<sup>th</sup> day of May, 2011, by and between the Louisiana Department of Transportation and Development (hereinafter referred to as "LADOTD") whose principal place of business is 1201 Capital Access Road, Baton Rouge, Louisiana, 70804, and the CITY OF SHREVEPORT (hereinafter referred to as "CITY"), a political subdivision of the State of Louisiana, through its duly authorized representative, Mayor Adrian D. Perkins, whose principle place of business is 505 Travis Street, Shreveport, Louisiana 71101.

**WHEREAS**, Article VII, Section 14(C) of the Constitution of the State of Louisiana provides, in pertinent part, that "For a public purpose, the state and its political subdivisions or political corporations may engage in cooperative endeavors with each other, with the United States or its agencies, or with any public or private association, corporation or individual"; and

**WHEREAS**, LADOTD wishes to cooperate with the CITY in the manner as hereinafter provided; and

**WHEREAS**, consistent with the statutory purposes contained in Title 48 of the Louisiana Revised Statutes of 1950, LADOTD monitors traffic and roadway conditions on and around state highway systems for use in promoting highway safety and relieving highway congestion; and

**WHEREAS**, LADOTD, through its Advanced Traffic Management System (ATMS), LADOTD operates closed circuit cameras on certain portions of Interstate highways statewide ("camera systems") capable of producing real-time traffic video images ("video images"); and

**WHEREAS**, in furtherance of its statutory purposes, LADOTD routinely provides other local and state government agencies with information related to traffic and roadway conditions, road closures and construction activity for broadcast to the general public. The CITY intends to use the LADOTD Video Images for the purpose of monitoring roadway conditions during emergencies. The streaming video will give CITY leaders valuable information to aid in decision making to help plan for appropriate resource prior to and during times of emergencies; and

**WHEREAS**, each of the parties hereto has determined that it is receiving an equivalent value in exchange for the rights created and obligations assumed herein; and

**NOW THEREFORE**, in consideration of the mutual covenants contained herein, the lawful purposes, the public purposes, and the public benefit, the parties hereto agree as follow:

## **ARTICLE I RESPONSIBILITIES OF THE PARTIES**

**1.1** LADOTD agrees to provide CITY with video images generated by LADOTD's Camera Systems, without charge. LADOTD personnel shall have exclusive authority to determine the camera view supplied by each of its cameras.

**1.2** CITY will, at its expense, provide and install all necessary equipment (telephone line, hardware, and software) at the DOTD New Orleans TMC, to access the video feed.

**1.3** LADOTD agrees to provide CITY with reasonable accommodations within the DOTD New Orleans TMC facility to install its equipment. LADOTD will also provide CITY with reasonable access to service its equipment and CITY will maintain its equipment throughout the term of this Agreement.

**1.4** LADOTD reserves the right to modify, alter, replace, improve, and upgrade its equipment and to relocate its operations at any time. In the event LADOTD chooses to exercise this right, CITY shall, at its own expense, relocate and make the necessary replacements and modifications to its equipment as is necessary to accommodate LADOTD's changes.

**1.5** CITY shall have the right to upgrade its equipment as technology becomes available; provided, however, that installation is at a time convenient to LADOTD; installation does not interfere with LADOTD's operations; and CITY provides LADOTD with a network diagram, description and basic operations capability of the equipment prior to its installation.

**1.6** CITY shall remove its equipment from the DOTD NEW ORLEANS TMC facility within thirty (30) days after termination or expiration of this Agreement.

**1.7** CITY is prohibited from making any misrepresentations relative to the video images, including but not limited to, the actual time, date, and location of each video image. CITY further agrees to visibly display LADOTD's logo during all broadcasts and transmissions and will appropriately credit LADOTD on any media on which the video images are used. This logo will be inserted in such a way as to not interfere with the visual content of the image being transmitted.

**1.8** CITY shall provide LADOTD with the name and telephone number of a person within CITY's organization with the technical skills necessary to address any concerns LADOTD may have and to resolve problems associated with the performance of this Agreement.

**1.9** CITY shall protect the integrity of the Camera System and Video Images by insuring



**1.10** that its personnel disseminating information relative to the Video Images, possess the knowledge and skills necessary to accurately convey and interpret the information contained in the Video Images. CITY further agrees to meet with LADOTD on a bi-annual basis to review policies and procedures relative to this Agreement.

**1.11** CITY understands and agrees that the services provided by LADOTD pursuant to this Agreement may be interrupted or discontinued for any number of reasons, including but not limited to,

equipment malfunctions and repairs, routine maintenance, personnel and funding shortages and ongoing responses to emergency situations. If services are discontinued or if interruptions occur, LADOTD shall not be responsible for providing CITY with traffic information from any other source nor shall LADOTD be responsible to CITY for any losses, damages or inconveniences occasioned by CITY as a result of the interruption or discontinuation of the service.

**1.12** CITY understands that there may be instances when the video images contain graphic depictions of accidents, accident scenes, and accident victims. CITY agrees, whenever possible, to refrain from transmitting, broadcasting, posting on its website or otherwise publishing any video image that may unduly offend, humiliate, or cause undue embarrassment to accident victims or their families. Examples of such images would include dead bodies, nudity, exposed undergarments, open wounds, broken bones, the administration of medical treatment and the faces or any other item that could be used to determine the identity of a minor or an accident victim whose family has not yet been notified by appropriate government officials of the accident. LADOTD understands that many of the broadcasts and transmissions will be live leaving CITY with no opportunity to edit the content.

**1.13** CITY further understands and agrees that, although the ATMS and DOTD NEW ORLEANS TMC are currently in continuous operation, LADOTD may, at any time and for any reason, reduce or change its hours of operation. If this occurs, LADOTD will make reasonable efforts to notify CITY in advance of the changes or reduction in its hours of operation.

**1.14** CITY shall ensure that the Camera System and Video Images and any other information connected with the performance of this Agreement are used only for the specific purpose stated herein. CITY agrees not to duplicate, reproduce, sell, or charge a fee for use of the Video Images by others.

**1.15** CITY understands and agrees that it enjoys a non-exclusive limited right to use the Video Images and agrees not to misrepresent the source or availability of the Video Images to others. CITY further understands that it is LADOTD's intent to provide other Users access to its Video Images and desires to do so in a manner that is least disruptive to LADOTD's

## **ARTICLE II TERM OF AGREEMENT**

**2.1** The term of this agreement shall be for five (5) years and shall be effective from the date of execution and shall be binding upon all parties until all work is completed and accepted and all conditions have been met.

**2.2** Notwithstanding any other provision to the contrary, this Agreement, and its continuation, are contingent upon CITY providing LADOTD with a network diagram, description, and basic operations capability of all equipment that will be tied to or in any way connected to DOTD NEW ORLEANS TMC.

## **ARTICLE III TERMINATION FOR CAUSE**

**3.1** The LADOTD may terminate this Agreement for cause based on the failure of the CITY to comply with the terms and/or conditions of the Agreement provided that the LADOTD shall give the CITY written notice specifying CITY's failure. If within thirty (30) days after receipt of such notice, the CITY shall not have either corrected such failure and thereafter proceeded diligently to complete such correction, then the LADOTD may, at its option, place the CITY in default and the Agreement shall terminate on the date specified in such notice. The CITY may exercise any rights available to it under Louisiana law to terminate for cause upon the failure of the LADOTD to comply with the terms and conditions of this Agreement; provided that the CITY shall give the LADOTD written notice specifying the LADOTD's failure and reasonable opportunity for the LADOTD to cure the defect.

## **ARTICLE IV TERMINATION FOR CONVENIENCE**

**4.1** The LADOTD or CITY may terminate the Agreement at any time by giving thirty (30) days' written notice to the other party.

## **ARTICLE V OWNERSHIP**

**5.1** Any records, reports, documents, and other material delivered or transmitted to CITY by LADOTD shall remain the property of LADOTD, and shall be returned by the CITY to LADOTD at CITY's expense, at termination or expiration of this Agreement. Any records, reports, documents, or other material related to this Agreement and/or obtained or prepared by CITY in connection with the performance of the services contracted for herein shall become the

## **ARTICLE VI NON-ASSIGNABLE**

**6.1** CITY shall not assign any interest in this Agreement by assignment, transfer, donation, or novation without prior written consent of the LADOTD.

## **ARTICLE VII AUDIT CLAUSE**

**7.1** CITY will comply with all applicable laws, rules, and regulations relating to the retention of documents that are created or modified as a result of this Agreement. Each party acknowledges that it may receive confidential information from the other party in connection with this Agreement. Each party agrees that it will not disclose, provide, or otherwise make available any such confidential information to any person and/or entity other than such party's employees and/or consultants who need to have access thereto to carry out their duties and who are under an obligation to keep such information confidential. Any such books and records required to fulfill this requirement must be maintained for a period of five years from the date of termination of this Agreement.

## **ARTICLE VIII FISCAL FUNDING**

**8.1** The continuation of this Agreement is contingent upon the appropriation of funds to fulfill the requirements of the Agreement by the Louisiana Legislature. If the Legislature fails to appropriate sufficient monies to provide for the continuation of the Agreement, or if such appropriation is reduced by the veto of the Governor or by any means provided in the appropriations act to prevent the total appropriation for the year from exceeding revenues for that year, or for any other lawful purpose, and the effect of such reduction is to provide insufficient monies for the continuation of the Agreement, the Agreement shall terminate on the date of the beginning of the first fiscal year for which funds are not appropriated.

## **ARTICLE IX INDEMNIFICATION/LIABILITY**

**9.1** LADOTD does not guarantee continuity of the services provided for in this Agreement nor does LADOTD guarantee the accuracy of the information provided. Any reliance on said information or services, or both, shall be solely at the risk of CITY.

**9.2** CITY hereby agrees to indemnify and save harmless LADOTD, its officers, agents, employees, and assigns against any and all claims, losses, liabilities, demands, suits, causes of

Intergovernmental Agreement  
CITY OF SHREVEPORT

Video Sharing  
Page 6 of 8

action, damages, and judgments of sums of money to any party accruing against the LADOTD growing out of, resulting from, or by reason of any act or omission of CITY, its agents, servants, independent contractors, or employees while engaged in, about, or in connection with

the discharge or performance of the terms of this agreement. Such indemnification shall include the LADOTD's fees and costs of litigation, including, but not limited to, reasonable attorney fees. CITY shall provide and bear the expense of all personal and professional insurance related to its duties arising under this Agreement.

**9.3** Nothing herein is intended, nor shall be deemed to create, a third party beneficiary to or for any obligation by either party hereto or to authorize any third person to have any action against either party for an action(s) arising out of this Agreement.

**ARTICLE X  
DISCRIMINATION CLAUSE**

**10.1** The CITY agrees to abide by the requirements of the following as applicable: Title VI of the Civil Rights Act of 1964 and Title VII of the Civil Rights Act of 1964, as amended by the Equal Employment Opportunity Act of 1972, Federal Executive Order 11246 as amended, the Rehabilitation Act of 1973, as amended, the Vietnam Era Veterans' Readjustment Assistance Act of 1974, Title IX of the Education Amendments of 1972, the Age Discrimination Act of 1975, the Fair Housing Act of 1968 as amended, and CITY agrees to abide by the requirements of the Americans with Disabilities Act of 1990.

**10.2** CITY agrees not to discriminate in its employment practices, and will render services under the Agreement without regard to race, color, age, religion, sex, national origin, veteran status, political affiliation, or disabilities.

**10.3** Any act of discrimination committed by CITY, or failure to comply with these statutory obligations when applicable, shall be grounds for termination of this Agreement.

**ARTICLE XI  
PARTIAL INVALIDITY/ SEVERABILITY**

**11.1** If any term, covenant, condition, or provision of the Agreement or the application thereof to any person or circumstances shall, at any time or to any extent, be invalid or unenforceable, the remainder of the Agreement, or the application of such term, covenant, condition, or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall be affected thereby, and each term, covenant, condition, and provision of the Agreement shall be valid and be enforced to the fullest extent permitted by law.

**ARTICLE XII  
ENTIRE AGREEMENT/ MODIFICATION**

12.1 This Agreement, including any attachments that are expressly referred to in this Agreement, contains the entire agreement between the parties and supersedes any and all

agreement or contracts previously entered into between the parties on this subject matter. No representations were made or relied upon by either party, other than those that are expressly set forth. This Agreement may be modified or amended at any time by mutual consent of the parties, provided that, before any modification or amendment shall be operative and valid, it shall be reduced to writing and executed by both parties.

### **ARTICLE XIII CONTROLLING LAW**

13.1 The validity, interpretation, and performance of this Agreement shall be controlled by and construed in accordance with the laws of the State of Louisiana.

### **ARTICLE XIV LEGAL COMPLIANCE**

14.1 CITY shall comply with all federal, state, and local laws and regulations in carrying out the provisions of this Agreement, including, specifically, the Louisiana Code of Governmental Ethics (La. R.S. 42:1101 *et seq.*).

### **ARTICLE XV REMEDIES FOR DEFAULT**

15.1 In the event of default by either party, the aggrieved party shall have all right granted by the general laws of the State of Louisiana.

### **ARTICLE XVI NOTICES**

12.1 All notices and other communications pertaining to this Agreement shall be in writing and shall be transmitted either by personal hand-delivery (receipted for) or by placing same in the United States Mail, properly addressed and postage prepaid to:

Robin Wright  
DOTD ITS Program Specialist  
Louisiana Department of Transportation and Development 1212 East Highway Drive  
Annex 2<sup>nd</sup> Floor, 217S  
Baton Rouge, LA 70802 (225) 379-2526

CITY OF SHREVEPORT

Intergovernmental Agreement

CITY OF SHREVEPORT

Video Sharing

Attn: Office of the Mayor

Page 8 of 8

Government Plaza

505 Travis Street, Suite 210, Shreveport, LA 71101

IN WITNESS THEREOF, the parties have caused these presents to be executed by their respective officers thereunto duly authorized as of the day and year first above written.

WITNESSES:

Clara Mers  
Chester Mers  
Latisha Richardson  
Latisha Richardson

CITY

BY: [Signature]  
Adrian Perkins  
Typed or Printed Name

TITLE: Mayor

320349133  
Federal Identification Number

WITNESSES:

[Signature]  
Carmel Dupart

STATE OF LOUISIANA  
THROUGH THE DEPARTMENT OF  
TRANSPORTATION AND  
DEVELOPMENT

BY: [Signature]  
for Secretary

RECOMMENDED FOR APPROVAL:

BY: [Signature]



**Office of Engineering**  
PO Box 94245 | Baton Rouge, LA 70804-9245  
ph: 225-379-1200 fx: 225-379-1851

**Jeff Landry**, Governor  
**Joe Donahue**, Secretary

August 20, 2024

Ms. Sacha Purciful  
KSLA-TV  
1812 Fairfield Ave.  
Shreveport, LA 71101

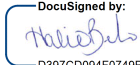
RE: **Video Sharing Agreement**  
KSLA, LLC

Dear Ms. Purciful:

Attached is one fully executed copy of the referenced document between the Department of Transportation and Development (DOTD) and KSLA dated August 9, 2024.

If you have any questions or comments, please contact **Halie Belin** at (225) 379-1891 or email at **halie.belin2@la.gov**.

Sincerely,

DocuSigned by:  
  
D397CD094F0749B...

for Tonyic Robertson  
Contract/Grants Reviewer Manager

TR: hb  
Attachments  
pc: Ms. Rosalinda Deville  
Mr. Joshua Harrouch

**COOPERATIVE ENDEAVOR AGREEMENT  
VIDEO SHARING  
between  
THE STATE OF LOUISIANA  
through the  
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
and  
GRAY MEDIA GROUP, INC. D/B/A KSLA-TV**

This Agreement is made and entered into this 9<sup>th</sup> day of August, 2024, by and between the Louisiana Department of Transportation and Development (hereinafter referred to as "LADOTD") whose principal place of business is 1201 Capital Access Road, Baton Rouge, Louisiana, 70802 and Gray Media Group, Inc., a Delaware corporation, d/b/a KSLA-TV, (hereinafter referred to as "KSLA") whose principal place of business is 1812 Fairfield Ave., Shreveport, Louisiana 71101.

**WHEREAS**, Article VII, Section 14(C) of the Constitution of the State of Louisiana provides, in pertinent part, that "For a public purpose, the state . . . may engage in cooperative endeavors with . . . any public or private association, corporation or individual"; and

**WHEREAS**, LADOTD wishes to cooperate with the KSLA in the manner as hereinafter provided; and

**WHEREAS**, consistent with the statutory purposes contained in Title 48 of the Louisiana Revised Statutes of 1950, LADOTD monitors traffic and roadway conditions on and around state highway systems for use in promoting highway safety and relieving highway congestion; and

**WHEREAS**, LADOTD, through its Advanced Traffic Management System (ATMS), operates closed circuit cameras on certain portions of Interstate, US Routes, and Louisiana State Highways throughout the State of Louisiana ("Camera Systems") capable of producing real-time traffic Video Images ("Video Images"); and

**WHEREAS**, in furtherance of its statutory purposes, LADOTD routinely provides television stations with information related to traffic and roadway conditions, road closures and construction activity for broadcast to the general public. LADOTD and KSLA wish to enhance the quality of this information by providing KSLA with access to LADOTD's Video Images through a direct network connection at its DOTD SHREVEPORT TMC; and

**WHEREAS**, KSLA has expressed a desire to access the Video Images to broadcast traffic information to KSLA viewers, as well as posting same on the KSLA website, KSLA intends to use the Video Images for traffic and news reporting of events, both live and video tape, when warranted; and

**WHEREAS**, the actions of LADOTD and KSLA will promote highway safety by enhancing the quality and availability of information disseminated to the general public and the



motoring public relative to current traffic and roadway conditions in and throughout the State of Louisiana.

**NOW THEREFORE**, in consideration of the mutual covenants contained herein, the lawful purposes, the public purpose, and the public benefit, the parties hereto agree as follows:

## **ARTICLE I SCOPE OF SERVICES**

- 1.1** LADOTD agrees to provide KSLA with Video Images generated by LADOTD's Camera Systems, without charge. LADOTD ATMS Operations personnel shall have exclusive authority to determine the camera view supplied by each of its cameras.
- 1.2** KSLA will, at its expense, provide and install all necessary equipment (telephone line, hardware and/or software) at the DOTD SHREVEPORT TMC, to access the video feed or seek partnerships with existing KSLA to access the video feed under a negotiated business model.
- 1.3** LADOTD agrees to provide KSLA with reasonable accommodations within the DOTD SHREVEPORT TMC facility to install its equipment. LADOTD will also provide KSLA with reasonable access to service its equipment and KSLA will maintain its equipment throughout the term of this Agreement.
- 1.4** LADOTD will provide KSLA with a user name and password to access the LADOTD Media Page. KSLA will be allowed three (3) simultaneous sessions to the Media Page per user account. KSLA agrees to keep the user name and password to the Media Page confidential for use only by the KSLA.
- 1.5** LADOTD reserves the right to modify, alter, replace, improve, and upgrade its equipment and to relocate its operations at any time. In the event LADOTD chooses to exercise this right, KSLA shall, at its own expense, relocate and make the necessary replacements and modifications to its equipment as is necessary to accommodate LADOTD's changes.
- 1.6** KSLA shall have the right to upgrade its equipment as technology becomes available, provided, however, that installation is at a time convenient to LADOTD, installation does not interfere with LADOTD's operations, and KSLA provides LADOTD with a network diagram, description and basic operations capability of the equipment prior to its installation.
- 1.7** KSLA shall remove its equipment from the DOTD SHREVEPORT TMC facility within thirty (30) days after termination or expiration of this Agreement.
- 1.8** KSLA agrees to timely and accurately broadcast, transmit and post the Video Images. KSLA is prohibited from making any misrepresentations relative to the Video Images,

including but not limited to, the actual time, date and location of each Video Image. KSLA further agrees to visibly display LADOTD's logo during all broadcasts and transmissions and will appropriately credit LADOTD on its website postings in which the Video Images are used. This logo will be inserted in such a way as to not interfere with the visual content of the image being transmitted.

- 1.9** KSLA agrees to acknowledge LADOTD as the source of the information obtained through the use of Video Images when providing traffic updates over a radio broadcast. On-air verbal acknowledgement such as "Thanks to the Louisiana Department of Transportation and Development..." or similar shall be used when referring to traffic conditions identified by using the First Responders web page or through video made available through the direct camera network feed.
- 1.10** KSLA shall provide LADOTD with the name and telephone number of a person within KSLA's organization with the technical skills necessary to address any concerns LADOTD may have and to resolve problems associated with the performance of this Agreement.
- 1.11** KSLA shall protect the integrity of the Camera System and Video Images by insuring that its reporters and other personnel disseminating information relative to the Video Images possess the knowledge and skills necessary to accurately convey and interpret the information contained in the Video Images. KSLA further agrees to meet with LADOTD on a bi-annual basis to review policies and procedures relative to this Agreement.
- 1.12** KSLA understands and agrees that the services provided by LADOTD pursuant to this agreement may be interrupted or discontinued for any number of reasons, including but not limited to, equipment malfunctions and repairs, routine maintenance, personnel and funding shortages and ongoing responses to emergency situations. If services are discontinued or if interruptions occur, LADOTD shall not be responsible for providing KSLA with traffic information from any other source nor shall LADOTD be responsible to KSLA for any losses, damages or inconveniences occasioned by KSLA as a result of the interruption or discontinuation of the service.
- 1.13** KSLA understands that there may be instances when the Video Images contain graphic depictions of accidents, accident scenes and accident victims. KSLA agrees, whenever possible, to refrain from transmitting, broadcasting, posting on its website or otherwise publishing any Video Image that may unduly offend, humiliate or cause undue embarrassment to accident victims or their families. Examples of such images would include dead bodies, nudity, exposed undergarments, open wounds, broken bones, the administration of medical treatment and the faces or any other item that could be used to determine the identity of a minor or an accident victim whose family has not yet been notified by appropriate government officials of the accident. LADOTD understands that many of the broadcasts and transmissions will be live leaving KSLA with no opportunity to edit the content.

- 1.14** KSLA further understands and agrees that, although the ATMS and DOTD SHREVEPORT TMC are currently in continuous operation, LADOTD may, at any time and for any reason, reduce or change its hours of operation. If this occurs, LADOTD will make reasonable efforts to notify KSLA in advance of the changes or reduction in its hours of operation.
- 1.15** KSLA shall insure that the Camera System and Video Images and any other information connected with the performance of this Agreement are used only for the specific purpose stated herein. KSLA agrees not to duplicate, reproduce, sell, or charge a fee for use of the Video Images by others. However, KSLA may charge the costs associated with duplication or reproduction of Video Images produced pursuant to a valid subpoena or court order.
- 1.16** KSLA understands and agrees that it enjoys a non-exclusive limited right to use the Video Images and agrees not to misrepresent the source or availability of the Video Images to others. KSLA further understands that it is LADOTD's intent to provide other KSLA ("Users") access to its Video Images and desires to do so in a manner that is least disruptive to LADOTD's operations and minimizes the space needed to accommodate User's equipment.
- 1.17** Nothing herein shall prevent KSLA from selling sponsorships to its traffic and news segments within its newscasts and website in the normal course of business. However, no advertiser or sponsor content may be superimposed or otherwise displayed on the visual content of the image being transmitted. Nothing herein will prevent KSLA from duplicating or videotaping newscasts containing the Video Images for re-broadcasts, provided that the date, time and location of the Video Image are not misrepresented.

## **ARTICLE II TERM OF AGREEMENT**

- 2.1** The term of this agreement shall be five (5) years.
- 2.2** Notwithstanding any other provision to the contrary, this Agreement is contingent upon KSLA providing LADOTD with a network diagram, description and basic operations capability of all equipment that will be tied to or in any way connected to LADOTD's DOTD SHREVEPORT TMC.

## **ARTICLE III TAXES**

- 3.1** If applicable, KSLA hereby agrees that the responsibility for payment of taxes for services provide in this Agreement shall be KSLA's obligation and identified under Federal tax identification number 631240263.

#### **ARTICLE IV TERMINATION CLAUSE**

- 4.1** The LADOTD may terminate this Agreement for cause based on the failure of the KSLA to comply with the terms and/or conditions of the Agreement provided that the LADOTD shall give the KSLA written notice specifying KSLA's failure. If within thirty (30) days after receipt of such notice, the KSLA shall not have either corrected such failure or thereafter proceeded diligently to complete such correction, then the LADOTD may, at its option, place the KSLA in default and the Agreement shall terminate on the date specified in such notice. The KSLA may exercise any rights available to it under Louisiana law to terminate for cause upon the failure of the LADOTD to comply with the terms and conditions of this Agreement, provided that the KSLA shall give the LADOTD written notice specifying the LADOTD's failure and reasonable opportunity for the LADOTD to cure the defect.

#### **ARTICLE V TERMINATION FOR CONVENIENCE**

- 5.1** The LADOTD, or KSLA, may terminate the Agreement at any time by giving thirty (30) days' written notice to the other party.

#### **ARTICLE VI OWNERSHIP**

- 6.1** Any records, reports, documents and other material delivered or transmitted to KSLA by LADOTD shall remain the property of LADOTD, and shall be returned by the KSLA to LADOTD at KSLA's expense, at termination or expiration of this Agreement. Any records, reports, documents, or other material related to this Agreement and/or obtained or prepared by KSLA in connection with the performance of the services contracted for herein shall become the property of LADOTD, and shall, upon request, be returned by KSLA to the LADOTD, at KSLA's expense, at termination or expiration of this Agreement.

#### **ARTICLE VII NON-ASSIGNABLE**

- 7.1** KSLA shall not assign any interest in this Agreement by assignment, transfer, donation or novation, without prior written consent of the LADOTD. This provision shall not be construed to prohibit the KSLA from assigning his bank, trust company, or other financial institution any money due or to become due from approved agreements or contracts without such prior written consent. Notice of any such assignment or transfer shall be furnished promptly to the LADTOD and the Office of Contractual Review.

## **ARTICLE VIII CONFIDENTIALITY CLAUSE**

- 8.1** Each party will comply with all applicable laws, rules and regulations, including but not limited to LSA-R.S. 39:1622. Each party acknowledges that it may receive non-public information from the other party in connection with this Agreement ("Confidential Information"). Each party agrees to use the other party's Confidential Information, if at all, only to the extent necessary to exercise its rights or carry out its obligations relating to this Agreement. Each party agrees that it will not disclose, provide or otherwise make available any such Confidential Information to any third party and/or entity other than such party's employees and/or consultants who need to have access thereto in order to carry out their duties and who are under an obligation to keep such information confidential. Any such books and records required to fulfill this requirement must be maintained for a period of five (5) years from the date of termination of this Agreement.

## **ARTICLE IX FISCAL FUNDING**

- 9.1** The continuation of this Agreement is contingent upon the appropriation of funds to fulfill the requirements of the Agreement by the Legislature. If the Legislature fails to appropriate sufficient monies to provide for the continuation of the Agreement, or if such appropriation is reduced by the veto of the Governor or by any means provided in the appropriations act to prevent the total appropriation for the year from exceeding revenues for that year, or for any other lawful purpose, and the effect of such reduction is to provide insufficient monies for the continuation of the Agreement, the Agreement shall terminate on the date of the beginning of the first fiscal year for which funds are not appropriated.

## **ARTICLE X INDEMNIFICATION - INSURANCE - LIABILITY**

- 10.1** LADOTD does not guarantee continuity of the services provided for in this Agreement nor does LADOTD guarantee the accuracy of the information provided. Any reliance on said information or services, or both, shall be solely at the risk of KSLA.
- 10.2** KSLA hereby agrees to indemnify and hold harmless LADOTD, its officers, agents, employees and assigns, against any and all claims, losses, liabilities, demands, suits, causes of action, damages, and judgments of sums of money to any party accruing against the LADOTD growing out of, resulting from, or by reason of any act or omission of KSLA, its agents, servants, independent contractors, or employees in violation of this Agreement. Such indemnification shall include the LADOTD's fees and costs of litigation, including, but not limited to, reasonable attorney's fees. KSLA shall provide and bear the expense of all personal and professional insurance related to its duties arising

under this Agreement.

- 10.3** LADOTD hereby agrees, to the extent allowed by Louisiana law, to indemnify and hold harmless KSLA, its officers, agents, employees and assigns, against any and all claims, losses, liabilities, demands, suits, causes of action, damages, and judgments of sums of money to any party accruing against the KSLA growing out of, resulting from, or by reason of any act or omission of LADOTD, its agents, servants, independent contractors, or employees in violation of this Agreement. Such indemnification shall include the KSLA's fees and costs of litigation, including, but not limited to, reasonable attorney's fees. LADOTD shall provide and bear the expense of all personal and professional insurance related to exercising its rights pursuant to this Agreement.

## **ARTICLE XI DISCRIMINATION CLAUSE**

- 11.1** The parties agree to abide by the requirements of the following, as applicable: Title VI and Title VII of the Civil Rights Act of 1964, as amended; the Equal Opportunity Act of 1972, as amended; Federal Executive Order 11246, as amended; the Rehabilitation Act of 1973, as amended; the Vietnam Era Veteran's Readjustment Assistance Act of 1974; Title IX of the Education Amendments of 1972; the Age Discrimination Act of 1975; the Americans with Disabilities Act of 1990, as amended, and Title II of the Genetic Information Nondiscrimination Act of 2008.
- 11.2** The parties agree not to discriminate in their employment practices, and shall render services under this Agreement without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, veteran status, political affiliation, disabilities, age, or genetic information.
- 11.3** Any act of discrimination committed by either of the parties or failure to comply with these statutory obligations when applicable shall be grounds for termination of this Agreement.

## **ARTICLE XII PARTIAL INVALIDITY; SEVERABILITY**

- 12.1** If any term, covenant, condition, or provision of the Agreement or the application thereof to any person or circumstances shall, at any time or to any extent, be invalid or unenforceable, the remainder of the Agreement, or the application of such term, covenant, condition or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term, covenant, condition, and provision of the Agreement shall be valid and be enforced to the fullest extent permitted by law.

**ARTICLE XIII  
ENTIRE AGREEMENT; MODIFICATION**

- 13.1** This Agreement, including any attachments that are expressly referred to in this Agreement, contains the entire agreement between the parties and supersedes any and all agreement or contracts previously entered into between the parties. No representations were made or relied upon by either party, other than those that are expressly set forth. This Agreement may be modified or amended at any time by mutual consent of the parties, provided that, before any modification or amendment shall be operative and valid, it shall be reduced to writing and signed by both parties.

**ARTICLE XIV  
CONTROLLING LAW**

- 14.1** The validity, interpretation, and performance of this Agreement shall be controlled by and construed in accordance with the laws of the State of Louisiana.

**ARTICLE XV  
LEGAL COMPLIANCE**

- 15.1** KSLA shall comply with all federal, state, and local laws and regulations, including, specifically, the Louisiana Code of Governmental Ethics (LSA-R.S. 42:1101, *et seq.*) in carrying out the provisions of this Agreement.

**ARTICLE XVI  
REMEDIES FOR DEFAULT**

- 16.1** In the event of default by either party, the aggrieved party shall have all right granted by the general laws of the State of Louisiana.

**ARTICLE XVI  
REMEDIES FOR DEFAULT**

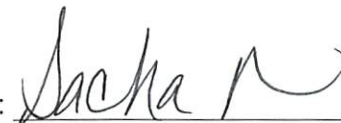
**16.1** In the event of default by either party, the aggrieved party shall have all right granted by the general laws of the State of Louisiana.

IN WITNESS THEREOF, the parties have caused these presents to be executed by their respective officers thereunto duly authorized as of the day and year first above written.

**WITNESSES:**

**GRAY MEDIA GROUP, INC.**  
d/b/a KSLA

  
\_\_\_\_\_

BY:   
Sacha Purciful  
\_\_\_\_\_  
Typed or Printed Name


TITLE: VP | GM  
\_\_\_\_\_

04-3314494  
Federal Identification Number

**WITNESSES**

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

  
\_\_\_\_\_  
  
\_\_\_\_\_

BY:   
Secretary

RECOMMENDED FOR APPROVAL:

BY:   
Division Head





Office of the Secretary  
PO Box 94245 | Baton Rouge, LA 70804-9245  
ph: 225-379-1200 | fx: 225-379-1851

John Bel Edwards, Governor  
Eric Kalivoda, Secretary

August 31, 2023

Mr. Randy Bain  
KTBS, LLC  
312 East Kings Highway  
Shreveport, LA 71104

RE: **Video Sharing Agreement**  
**KTBS, LLC**

Dear Mr. Bain:

Attached is one fully executed copy of the referenced document between the Department of Transportation and Development (DOTD) and KTBS, LLC dated August 28, 2023.

If you have any questions or comments, please contact **Caitlyn Johnson** at (225) 379-1720 or email at **Caitlyn.johnson3@la.gov**.

Sincerely,

Tonya Robertson  
Contract/Grants Reviewer Manager

TR: cj

Attachments

pc: Mr. Joshua Harrouch  
Ms. Elaine Rougeau  
Financial Services Section  
Ms. Vallouise Daniel

**COOPERATIVE ENDEAVOR AGREEMENT**  
**VIDEO SHARING**  
**between**  
**THE STATE OF LOUISIANA**  
**through the**  
**DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT**  
**and**  
**KTBS, LLC**

This Agreement is made and entered into this 28<sup>th</sup> day of August, 2023, by and between the Louisiana Department of Transportation and Development (hereinafter referred to as "LADOTD") whose principal place of business is 1201 Capital Access Road, Baton Rouge, Louisiana, 70804 and KTBS, LLC, (hereinafter referred to as "KTBS, LLC") whose principal place of business is 312 East Kings Highway, Shreveport, LA 71104.

**WHEREAS**, Article VII, Section 14(C) of the Constitution of the State of Louisiana provides, in pertinent part, that "For a public purpose, the state . . . may engage in cooperative endeavors with . . . any public or private association, corporation or individual"; and

**WHEREAS**, LADOTD wishes to cooperate with the KTBS, LLC in the manner as hereinafter provided; and

**WHEREAS**, consistent with the statutory purposes contained in Title 48 of the Louisiana Revised Statutes of 1950, LADOTD monitors traffic and roadway conditions on and around state highway systems for use in promoting highway safety and relieving highway congestion; and

**WHEREAS**, LADOTD, through its Advanced Traffic Management System (ATMS), LADOTD operates closed circuit cameras on certain portions of Interstate, US Routes and Louisiana State Highways throughout the state of Louisiana ("Camera Systems") capable of producing real-time traffic Video Images ("Video Images"); and

**WHEREAS**, in furtherance of its statutory purposes, LADOTD routinely provides television stations with information related to traffic and roadway conditions, road closures and construction activity for broadcast to the general public. LADOTD and KTBS, LLC wish to enhance the quality of this information by providing KTBS, LLC with access to LADOTD's Video Images through a direct network connection at its DOTD SHREVEPORT TMC; and

**WHEREAS**, KTBS, LLC has expressed a desire to access the Video Images to broadcast traffic information to KTBS, LLC's viewers as well as posting same on the KTBS, LLC's website. KTBS, LLC intends to use the Video Images for traffic and news reporting of events, both live and video tape, when warranted; and

**WHEREAS**, the actions of LADOTD and KTBS, LLC will promote highway safety by enhancing the quality and availability of information disseminated to the general public and the motoring public relative to current traffic and roadway conditions in and throughout the State of Louisiana.

**NOW THEREFORE**, in consideration of the mutual covenants contained herein, the lawful purposes; the public purpose; and the public benefit the parties hereto agree as follows:

**ARTICLE I**  
**SCOPE OF SERVICES**

- 1.1 LADOTD agrees to provide KTBS, LLC with Video Images generated by LADOTD's Camera Systems, without charge. LADOTD ATMS Operations personnel shall have exclusive authority to determine the camera view supplied by each of its cameras.
- 1.2 KTBS, LLC will, at its expense, provide and install all necessary equipment (telephone line, hardware and/or software) at the DOTD SHREVEPORT TMC, to access the video feed or seek partnerships with existing KTBS, LLCs to access the video feed under a negotiated business model.
- 1.3 LADOTD agrees to provide KTBS, LLC with reasonable accommodations within the DOTD SHREVEPORT TMC facility to install its equipment. LADOTD will also provide KTBS, LLC with reasonable access to service its equipment and KTBS, LLC will maintain its equipment throughout the term of this Agreement.
- 1.4 LADOTD will provide KTBS, LLC with a user name and password to access the LADOTD Media Page. KTBS, LLC will be allowed 3 simultaneous sessions to the Media Page per user account. KTBS, LLC agrees to keep the user name and password to the Media Page confidential for use only by the KTBS, LLC.
- 1.5 LADOTD reserves the right to modify, alter, replace, improve and upgrade its equipment and to relocate its operations at any time. In the event LADOTD chooses to exercise this right, KTBS, LLC shall, at its own expense, relocate and make the necessary replacements and modifications to its equipment as is necessary to accommodate LADOTD's changes.
- 1.6 KTBS, LLC shall have the right to upgrade its equipment as technology becomes available; provided, however, that installation is at a time convenient to LADOTD; installation does not interfere with LADOTD's operations; and KTBS, LLC provides LADOTD with a network diagram, description and basic operations capability of the equipment prior to its installation.
- 1.7 KTBS, LLC shall remove its equipment from the DOTD SHREVEPORT TMC facility within thirty (30) days after termination or expiration of this Agreement.
- 1.8 KTBS, LLC agrees to timely and accurately broadcast, transmit and post the Video Images. KTBS, LLC is prohibited from making any misrepresentations relative to the Video Images, including but not limited to, the actual time, date and location of each Video Image. KTBS, LLC further agrees to visibly display LADOTD's logo during all

broadcasts and transmissions and will appropriately credit LADOTD on its website postings in which the Video Images are used. This logo will be inserted in such a way as to not interfere with the visual content of the image being transmitted.

- 1.9** KTBS, LLC agrees to acknowledge LADOTD as the source of the information obtained through the use of Video Images when providing traffic updates over a radio broadcast. On-air verbal acknowledgement such as "Thanks to the Louisiana Department of Transportation and Development..." or similar shall be used when referring to traffic conditions identified by using the First Responders web page or through video made available through the direct camera network feed.
- 1.10** KTBS, LLC shall provide LADOTD with the name and telephone number of a person within KTBS, LLC's organization with the technical skills necessary to address any concerns LADOTD may have and to resolve problems associated with the performance of this Agreement.
- 1.11** KTBS, LLC shall protect the integrity of the Camera System and Video Images by insuring that its reporters and other personnel disseminating information relative to the Video Images possess the knowledge and skills necessary to accurately convey and interpret the information contained in the Video Images. KTBS, LLC further agrees to meet with LADOTD on a bi-annual basis to review policies and procedures relative to this Agreement.
- 1.12** KTBS, LLC understands and agrees that the services provided by LADOTD pursuant to this agreement may be interrupted or discontinued for any number of reasons, including but not limited to, equipment malfunctions and repairs, routine maintenance, personnel and funding shortages and ongoing responses to emergency situations. If services are discontinued or if interruptions occur, LADOTD shall not be responsible for providing KTBS, LLC with traffic information from any other source nor shall LADOTD be responsible to KTBS, LLC for any losses, damages or inconveniences occasioned by KTBS, LLC as a result of the interruption or discontinuation of the service.
- 1.13** KTBS, LLC understands that there may be instances when the Video Images contain graphic depictions of accidents, accident scenes and accident victims. KTBS, LLC agrees, whenever possible, to refrain from transmitting, broadcasting, posting on its website or otherwise publishing any Video Image that may unduly offend, humiliate or cause undue embarrassment to accident victims or their families. Examples of such images would include dead bodies, nudity, exposed undergarments, open wounds, broken bones, the administration of medical treatment and the faces or any other item that could be used to determine the identity of a minor or an accident victim whose family has not yet been notified by appropriate government officials of the accident. LADOTD understands that many of the broadcasts and transmissions will be live leaving KTBS, LLC with no opportunity to edit the content.

- 1.14** KTBS, LLC further understands and agrees that, although the ATMS and DOTD SHREVEPORT TMC are currently in continuous operation, LADOTD may, at any time and for any reason, reduce or change its hours of operation. If this occurs, LADOTD will make reasonable efforts to notify KTBS, LLC in advance of the changes or reduction in its hours of operation.
- 1.15** KTBS, LLC shall insure that the Camera System and Video Images and any other information connected with the performance of this Agreement are used only for the specific purpose stated herein. KTBS, LLC agrees not to duplicate, reproduce, sell, or charge a fee for use of the Video Images by others. However, KTBS, LLC may charge the costs associated with duplication or reproduction of Video Images produced pursuant to a valid subpoena or court order.
- 1.16** KTBS, LLC understands and agrees that it enjoys a non-exclusive limited right to use the Video Images and agrees not to misrepresent the source or availability of the Video Images to others. KTBS, LLC further understands that it is LADOTD's intent to provide other KTBS, LLCs ("Users") access to its Video Images and desires to do so in a manner that is least disruptive to LADOTD's operations and minimizes the space needed to accommodate User's equipment.
- 1.17** Nothing herein shall prevent KTBS, LLC from selling sponsorships to its traffic and news segments within its newscasts and website in the normal course of business. However, no advertiser or sponsor content may be superimposed or otherwise displayed on the visual content of the image being transmitted. Nothing herein will prevent KTBS, LLC from duplicating or videotaping newscasts containing the Video Images for re-broadcasts, provided that the date, time and location of the Video Image are not misrepresented.

## **ARTICLE II TERM OF AGREEMENT**

- 2.1** The term of this agreement shall be five (5) years.
- 2.2** Notwithstanding any other provision to the contrary, this Agreement is contingent upon KTBS, LLC providing LADOTD with a network diagram, description and basic operations capability of all equipment that will be tied to or in any way connected to LADOTD's DOTD SHREVEPORT TMC.

## **ARTICLE III TAXES**

- 3.1** If applicable, KTBS, LLC hereby agrees that the responsibility for payment of taxes for services provide in this Agreement shall be KTBS, LLC's obligation and identified under Federal tax identification number 72-0381082.

#### **ARTICLE IV TERMINATION CLAUSE**

- 4.1 The LADOTD may terminate this Agreement for cause based on the failure of the KTBS, LLC to comply with the terms and/or conditions of the Agreement provided that the LADOTD shall give the KTBS, LLC written notice specifying KTBS, LLC's failure. If within thirty (30) days after receipt of such notice, the KTBS, LLC shall not have either corrected such failure or thereafter proceeded diligently to complete such correction, then the LADOTD may, at its option, place the KTBS, LLC in default and the Agreement shall terminate on the date specified in such notice. The KTBS, LLC may exercise any rights available to it under Louisiana law to terminate for cause upon the failure of the LADOTD to comply with the terms and conditions of this Agreement; provided that the KTBS, LLC shall give the LADOTD written notice specifying the LADOTD's failure and reasonable opportunity for the LADOTD to cure the defect.

#### **ARTICLE V TERMINATION FOR CONVENIENCE**

- 5.1 The LADOTD, or KTBS, LLC, may terminate the Agreement at any time by giving thirty (30) days written notice to the other party.

#### **ARTICLE VI OWNERSHIP**

- 6.1 Any records, reports, documents and other material delivered or transmitted to KTBS, LLC by LADOTD shall remain the property of LADOTD, and shall be returned by the KTBS, LLC to LADOTD at KTBS, LLC's expense, at termination or expiration of this Agreement. Any records, reports, documents, or other material related to this Agreement and/or obtained or prepared by KTBS, LLC in connection with the performance of the services contracted for herein shall become the property of LADOTD, and shall, upon request, be returned by KTBS, LLC to the LADOTD, at KTBS, LLC's expense, at termination or expiration of this Agreement.

#### **ARTICLE VII NON-ASSIGNABLE**

- 7.1 KTBS, LLC shall not assign any interest in this Agreement by assignment, transfer, donation or novation, without prior written consent of the LADOTD. This provision shall not be construed to prohibit the KTBS, LLC from assigning his bank, trust company, or other financial institution any money due or to become due from approved agreements or contracts without such prior written consent. Notice of any such assignment or transfer shall be furnished promptly to the LADTOD and the Office of Contractual Review.

#### **ARTICLE VIII**

## **CONFIDENTIALITY CLAUSE**

- 8.1** Each party will comply with all applicable laws, rules and regulations, including but not limited to LSA-R.S. 39:1622. Each party acknowledges that it may receive non-public information from the other party in connection with this agreement ("Confidential Information"). Each party agrees to use the other party's Confidential Information, if at all, only to the extent necessary to exercise its rights or carry out its obligations relating to this Agreement. Each party agrees that it will not disclose, provide or otherwise make available any such Confidential Information to any third party and/or entity other than such party's employees and/or consultants who need to have access thereto carry out their duties and who are under an obligation to keep such information confidential. Any such books and records required to fulfill this requirement must be maintained for a period of five years from the date of termination of this Agreement.

## **ARTICLE IX FISCAL FUNDING**

- 9.1** The continuation of this Agreement is contingent upon the appropriation of funds to fulfill the requirements of the Agreement by the Legislature. If the Legislature fails to appropriate sufficient monies to provide for the continuation of the Agreement, or if such appropriation is reduced by the veto of the Governor or by any means provided in the appropriations act to prevent the total appropriation for the year from exceeding revenues for that year, or for any other lawful purpose, and the effect of such reduction is to provide insufficient monies for the continuation of the Agreement, the Agreement shall terminate on the date of the beginning of the first fiscal year for which funds are not appropriated.

**ARTICLE X**  
**INDEMNIFICATION - INSURANCE - LIABILITY**

- 10.1** LADOTD does not guarantee continuity of the services provided for in this agreement nor does LADOTD guarantee the accuracy of the information provided. Any reliance on said information or services, or both, shall be solely at the risk of KTBS, LLC.
- 10.2** KTBS, LLC hereby agrees to indemnify and hold harmless LADOTD, its officers, agents, employees and assigns, against any and all claims, losses, liabilities, demands, suits, causes of action, damages, and judgments of sums of money to any party accruing against the LADOTD growing out of, resulting from, or by reason of any act or omission of KTBS, LLC, its agents, servants, independent contractors, or employees in violation of this Agreement. Such indemnification shall include the LADOTD's fees and costs of litigation, including, but not limited to, reasonable attorney's fees. KTBS, LLC shall provide and bear the expense of all personal and professional insurance related to its duties arising under this Agreement.
- 10.3** LADOTD hereby agrees, to the extent allowed by Louisiana law, to indemnify and hold harmless KTBS, LLC, its officers, agents, employees and assigns, against any and all claims, losses, liabilities, demands, suits, causes of action, damages, and judgments of sums of money to any party accruing against the KTBS, LLC growing out of, resulting from, or by reason of any act or omission of LADOTD, its agents, servants, independent contractors, or employees in violation of this Agreement. Such indemnification shall include the KTBS, LLC's fees and costs of litigation, including, but not limited to, reasonable attorney's fees. LADOTD shall provide and bear the expense of all personal and professional insurance related to exercising its rights pursuant to this Agreement.

**ARTICLE XI**  
**DISCRIMINATION CLAUSE**

- 11.1** The parties agree to abide by the requirements of the following, as applicable: Title VI and Title VII of the Civil Rights Act of 1964, as amended; the Equal Opportunity Act of 1972, as amended; Federal Executive Order 11246, as amended; the Rehabilitation Act of 1973, as amended; the Vietnam Era Veteran's Readjustment Assistance Act of 1974; Title IX of the Education Amendments of 1972; the Age Discrimination Act of 1975; the Americans with Disabilities Act of 1990, as amended, and Title II of the Genetic Information Nondiscrimination Act of 2008.
- 11.2** The parties agree not to discriminate in its employment practices, and shall render services under this Agreement without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, veteran status, political affiliation, disabilities, age, or genetic information.
- 11.3** Any act of discrimination committed by either of the parties or failure to comply with



these statutory obligations when applicable shall be grounds for termination of this Agreement.

**ARTICLE XII  
PARTIAL INVALIDITY; SEVERABILITY**

- 12.1** If any term, covenant, condition, or provision of the Agreement or the application thereof to any person or circumstances shall, at any time or to any extent, be invalid or unenforceable, the remainder of the Agreement, or the application of such term, covenant, condition or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term, covenant, condition, and provision of the Agreement shall be valid and be enforced to the fullest extent permitted by law.

**ARTICLE XIII  
ENTIRE AGREEMENT; MODIFICATION**

- 13.1** This Agreement, including any attachments that are expressly referred to in this Agreement, contains the entire agreement between the parties and supersedes any and all agreement or contracts previously entered into between the parties. No representations were made or relied upon by either party, other than those that are expressly set forth. This Agreement may be modified or amended at any time by mutual consent of the parties, provided that, before any modification or amendment shall be operative and valid, it shall be reduced to writing and signed by both parties.

**ARTICLE XIV  
CONTROLLING LAW**

- 14.1** The validity, interpretation, and performance of this Agreement shall be controlled by and construed in accordance with the laws of the State of Louisiana.

**ARTICLE XV  
LEGAL COMPLIANCE**

- 15.1** KTBS, LLC shall comply with all federal, state, and local laws and regulations, including, specifically, the Louisiana Code of Governmental Ethics (LSA-R.S. 42:1101, et seq.) in carrying out the provisions of this Agreement.


**ARTICLE XVI  
REMEDIES FOR DEFAULT**

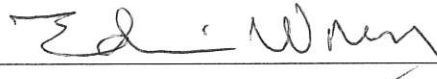
**16.1** In the event of default by either party, the aggrieved party shall have all right granted by the general laws of the State of Louisiana.

IN WITNESS THEREOF, the parties have caused these presents to be executed by their respective officers thereunto duly authorized as of the day and year first above written.

**WITNESSES:**

**KTBS, LLC**

  
\_\_\_\_\_  
Corey Dixon


BY:   
\_\_\_\_\_  
EDWIN WRAY  
Typed or Printed Name

TITLE: MANAGER

72-0381082  
Federal Identification Number

**WITNESSES**

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

  
\_\_\_\_\_  
Sherri McCallie

BY:   
\_\_\_\_\_  
FOR Secretary

RECOMMENDED FOR APPROVAL:

BY:   
\_\_\_\_\_  
Division Head



Office of Engineering  
PO Box 94245 | Baton Rouge, LA 70804-9245  
ph: 225-379-1025 | fx: 225-379-1857

John Bel Edwards, Governor  
Shawn D. Wilson, Ph.D., Secretary

May 25, 2021

Mr. Mark McKay  
Nexstar Media, INC. KTAL  
3150 North Market St.  
Shreveport, LA 71107

Re: **Cooperative Endeavor Agreement**  
Video Sharing

Dear Mr. McKay:

Attached is one fully executed copy of the document between the Department of Transportation and Development (DOTD) and Nexstar Media, INC. KTAL dated May 24, 2021.

If you have any questions or comments, please contact **Julia Cunningham** at (225) 379-1720 or email at [julia.cunningham@la.gov](mailto:julia.cunningham@la.gov).

Sincerely,

*Myric A. Robertson*  
for Kathy Ward  
Contract/Grants Reviewer Manager

KW: jc

Attachments

pc: Mr. Steven Glascock  
Ms. Elaine Rougeau  
Financial Services Section  
Ms. Vallouise Daniels

**COOPERATIVE ENDEAVOR AGREEMENT**  
**VIDEO SHARING**  
**between**  
**THE STATE OF LOUISIANA**  
**through the**  
**DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT**  
**and**  
**NEXSTAR MEDIA, INC. KTAL**

This Agreement is made and entered into this 24 day of May, 2021, by and between the Louisiana Department of Transportation and Development (hereinafter referred to as "LADOTD") whose principal place of business is 1201 Capital Access Road, Baton Rouge, Louisiana, 70804 and NEXSTAR MEDIA, INC. KTAL, (hereinafter referred to as "MEDIA OUTLET") whose principal place of business 3150 North Market St. Shreveport, LA 71107.

**WHEREAS**, Article VII, Section 14(C) of the Constitution of the State of Louisiana provides, in pertinent part, that "For a public purpose, the state . . . may engage in cooperative endeavors with . . . any public or private association, corporation or individual"; and

**WHEREAS**, LADOTD wishes to cooperate with the MEDIA OUTLET in the manner as hereinafter provided; and

**WHEREAS**, consistent with the statutory purposes contained in Title 48 of the Louisiana Revised Statutes of 1950, LADOTD monitors traffic and roadway conditions on and around state highway systems for use in promoting highway safety and relieving highway congestion; and

**WHEREAS**, LADOTD, through its Advanced Traffic Management System (ATMS), LADOTD operates closed circuit cameras on certain portions of Interstate, US Routes and Louisiana State Highways throughout the state of Louisiana ("Camera Systems") capable of producing real-time traffic Video Images ("Video Images"); and

**WHEREAS**, in furtherance of its statutory purposes, LADOTD routinely provides television stations with information related to traffic and roadway conditions, road closures and construction activity for broadcast to the general public. LADOTD and MEDIA OUTLET wish to enhance the quality of this information by providing MEDIA OUTLET with access to LADOTD's Video Images through a direct network connection at its DOTD SHREVEPORT TMC; and

**WHEREAS**, MEDIA OUTLET has expressed a desire to access the Video Images to broadcast traffic information to MEDIA OUTLET's viewers as well as posting same on the MEDIA OUTLET's website. MEDIA OUTLET intends to use the Video Images for traffic and news reporting of events, both live and video tape, when warranted; and

**WHEREAS**, the actions of LADOTD and MEDIA OUTLET will promote highway safety by enhancing the quality and availability of information disseminated to the general public and the motoring public relative to current traffic and roadway conditions in and throughout the State of Louisiana.

**NOW THEREFORE**, in consideration of the mutual covenants contained herein, the lawful purposes; the public purpose; and the public benefit the parties hereto agree as follows:

## **ARTICLE I SCOPE OF SERVICES**

- 1.1** LADOTD agrees to provide MEDIA OUTLET with Video Images generated by LADOTD's Camera Systems, without charge. LADOTD ATMS Operations personnel shall have exclusive authority to determine the camera view supplied by each of its cameras.
- 1.2** MEDIA OUTLET will, at its expense, provide and install all necessary equipment (telephone line, hardware and/or software) at the DOTD SHREVEPORT TMC, to access the video feed or seek partnerships with existing media outlets to access the video feed under a negotiated business model.
- 1.3** LADOTD agrees to provide MEDIA OUTLET with reasonable accommodations within the DOTD SHREVEPORT TMC facility to install its equipment. LADOTD will also provide MEDIA OUTLET with reasonable access to service its equipment and MEDIA OUTLET will maintain its equipment throughout the term of this Agreement.
- 1.4** LADOTD will provide MEDIA OUTLET with a user name and password to access the LADOTD Media Page. MEDIA OUTLET will be allowed 3 simultaneous sessions to the Media Page per user account. MEDIA OUTLET agrees to keep the user name and password to the Media Page confidential for use only by the Media Outlet.
- 1.5** LADOTD reserves the right to modify, alter, replace, improve and upgrade its equipment and to relocate its operations at any time. In the event LADOTD chooses to exercise this right, MEDIA OUTLET shall, at its own expense, relocate and make the necessary replacements and modifications to its equipment as is necessary to accommodate LADOTD's changes.
- 1.6** MEDIA OUTLET shall have the right to upgrade its equipment as technology becomes available; provided, however, that installation is at a time convenient to LADOTD; installation does not interfere with LADOTD's operations; and MEDIA OUTLET provides LADOTD with a network diagram, description and basic operations capability of the equipment prior to its installation.

- 1.7 MEDIA OUTLET shall remove its equipment from the DOTD SHREVEPORT TMC facility within thirty (30) days after termination or expiration of this Agreement.
- 1.8 MEDIA OUTLET agrees to timely and accurately broadcast, transmit and post the Video Images. MEDIA OUTLET is prohibited from making any misrepresentations relative to the Video Images, including but not limited to, the actual time, date and location of each Video Image. MEDIA OUTLET further agrees to visibly display LADOTD's logo during all broadcasts and transmissions and will appropriately credit LADOTD on its website postings in which the Video Images are used. This logo will be inserted in such a way as to not interfere with the visual content of the image being transmitted.
- 1.9 MEDIA OUTLET agrees to acknowledge LADOTD as the source of the information obtained through the use of Video Images when providing traffic updates over a radio broadcast. On-air verbal acknowledgement such as "Thanks to the Louisiana Department of Transportation and Development..." or similar shall be used when referring to traffic conditions identified by using the First Responders web page or through video made available through the direct camera network feed.
- 1.10 MEDIA OUTLET shall provide LADOTD with the name and telephone number of a person within MEDIA OUTLET's organization with the technical skills necessary to address any concerns LADOTD may have and to resolve problems associated with the performance of this Agreement.
- 1.11 MEDIA OUTLET shall protect the integrity of the Camera System and Video Images by insuring that its reporters and other personnel disseminating information relative to the Video Images possess the knowledge and skills necessary to accurately convey and interpret the information contained in the Video Images. MEDIA OUTLET further agrees to meet with LADOTD on a bi-annual basis to review policies and procedures relative to this Agreement.
- 1.12 MEDIA OUTLET understands and agrees that the services provided by LADOTD pursuant to this agreement may be interrupted or discontinued for any number of reasons, including but not limited to, equipment malfunctions and repairs, routine maintenance, personnel and funding shortages and ongoing responses to emergency situations. If services are discontinued or if interruptions occur, LADOTD shall not be responsible for providing MEDIA OUTLET with traffic information from any other source nor shall LADOTD be responsible to MEDIA OUTLET for any losses, damages or inconveniences occasioned by MEDIA OUTLET as a result of the interruption or discontinuation of the service.
- 1.13 MEDIA OUTLET understands that there may be instances when the Video Images contain graphic depictions of accidents, accident scenes and accident victims. MEDIA OUTLET agrees, whenever possible, to refrain from transmitting, broadcasting, posting on its website or otherwise publishing any Video Image that may unduly offend,

humiliate or cause undue embarrassment to accident victims or their families. Examples of such images would include dead bodies, nudity, exposed undergarments, open wounds, broken bones, the administration of medical treatment and the faces or any other item that could be used to determine the identity of a minor or an accident victim whose family has not yet been notified by appropriate government officials of the accident. LADOTD understands that many of the broadcasts and transmissions will be live leaving MEDIA OUTLET with no opportunity to edit the content.

- 1.14 MEDIA OUTLET further understands and agrees that, although the ATMS and DOTD SHREVEPORT TMC are currently in continuous operation, LADOTD may, at any time and for any reason, reduce or change its hours of operation. If this occurs, LADOTD will make reasonable efforts to notify MEDIA OUTLET in advance of the changes or reduction in its hours of operation.
- 1.15 MEDIA OUTLET shall insure that the Camera System and Video Images and any other information connected with the performance of this Agreement are used only for the specific purpose stated herein. MEDIA OUTLET agrees not to duplicate, reproduce, sell, or charge a fee for use of the Video Images by others. However, MEDIA OUTLET may charge the costs associated with duplication or reproduction of Video Images produced pursuant to a valid subpoena or court order.
- 1.16 MEDIA OUTLET understands and agrees that it enjoys a non-exclusive limited right to use the Video Images and agrees not to misrepresent the source or availability of the Video Images to others. MEDIA OUTLET further understands that it is LADOTD's intent to provide other media outlets ("Users") access to its Video Images and desires to do so in a manner that is least disruptive to LADOTD's operations and minimizes the space needed to accommodate User's equipment.
- 1.17 Nothing herein shall prevent MEDIA OUTLET from selling sponsorships to its traffic and news segments within its newscasts and website in the normal course of business. However, no advertiser or sponsor content may be superimposed or otherwise displayed on the visual content of the image being transmitted. Nothing herein will prevent MEDIA OUTLET from duplicating or videotaping newscasts containing the Video Images for re-broadcasts, provided that the date, time and location of the Video Image are not misrepresented.

## **ARTICLE II TERM OF AGREEMENT**

- 2.1 The term of this agreement shall be five (5) years.
- 2.2 Notwithstanding any other provision to the contrary, this Agreement is contingent upon MEDIA OUTLET providing LADOTD with a network diagram, description and basic

operations capability of all equipment that will be tied to or in any way connected to LADOTD's DOTD SHREVEPORT TMC.

### **ARTICLE III TAXES**

- 3.1** If applicable, MEDIA OUTLET hereby agrees that the responsibility for payment of taxes for services provide in this Agreement shall be MEDIA OUTLET's obligation and identified under Federal tax identification number 23-3063152.

### **ARTICLE IV TERMINATION CLAUSE**

- 4.1** The LADOTD may terminate this Agreement for cause based on the failure of the MEDIA OUTLET to comply with the terms and/or conditions of the Agreement provided that the LADOTD shall give the MEDIA OUTLET written notice specifying MEDIA OUTLET's failure. If within thirty (30) days after receipt of such notice, the MEDIA OUTLET shall not have either corrected such failure or thereafter proceeded diligently to complete such correction, then the LADOTD may, at its option, place the MEDIA OUTLET in default and the Agreement shall terminate on the date specified in such notice. The MEDIA OUTLET may exercise any rights available to it under Louisiana law to terminate for cause upon the failure of the LADOTD to comply with the terms and conditions of this Agreement; provided that the MEDIA OUTLET shall give the LADOTD written notice specifying the LADOTD's failure and reasonable opportunity for the LADOTD to cure the defect.

### **ARTICLE V TERMINATION FOR CONVENIENCE**

- 5.1** The LADOTD, or MEDIA OUTLET, may terminate the Agreement at any time by giving thirty (30) days written notice to the other party.

### **ARTICLE VI OWNERSHIP**

- 6.1** Any records, reports, documents and other material delivered or transmitted to MEDIA OUTLET by LADOTD shall remain the property of LADOTD, and shall be returned by the MEDIA OUTLET to LADOTD at MEDIA OUTLET's expense, at termination or expiration of this Agreement. Any records, reports, documents, or other material related to this Agreement and/or obtained or prepared by MEDIA OUTLET in connection with the performance of the services contracted for herein shall become the property of LADOTD, and shall, upon request, be returned by MEDIA OUTLET to the LADOTD, at MEDIA OUTLET's expense, at termination or expiration of this Agreement.



**ARTICLE VII  
NON-ASSIGNABLE**

- 7.1** MEDIA OUTLET shall not assign any interest in this Agreement by assignment, transfer, donation or novation, without prior written consent of the LADOTD. This provision shall not be construed to prohibit the MEDIA OUTLET from assigning his bank, trust company, or other financial institution any money due or to become due from approved agreements or contracts without such prior written consent. Notice of any such assignment or transfer shall be furnished promptly to the LADTOD and the Office of Contractual Review.

**ARTICLE VIII  
CONFIDENTIALITY CLAUSE**

- 8.1** Each party will comply with all applicable laws, rules and regulations, including but not limited to LSA-R.S. 39:1622. Each party acknowledges that it may receive non-public information from the other party in connection with this agreement ("Confidential Information"). Each party agrees to use the other party's Confidential Information, if at all, only to the extent necessary to exercise its rights or carry out its obligations relating to this Agreement. Each party agrees that it will not disclose, provide or otherwise make available any such Confidential Information to any third party and/or entity other than such party's employees and/or consultants who need to have access thereto carry out their duties and who are under an obligation to keep such information confidential. Any such books and records required to fulfill this requirement must be maintained for a period of five years from the date of termination of this Agreement.

**ARTICLE IX  
FISCAL FUNDING**

- 9.1** The continuation of this Agreement is contingent upon the appropriation of funds to fulfill the requirements of the Agreement by the Legislature. If the Legislature fails to appropriate sufficient monies to provide for the continuation of the Agreement, or if such appropriation is reduced by the veto of the Governor or by any means provided in the appropriations act to prevent the total appropriation for the year from exceeding revenues for that year, or for any other lawful purpose, and the effect of such reduction is to provide insufficient monies for the continuation of the Agreement, the Agreement shall terminate on the date of the beginning of the first fiscal year for which funds are not appropriated.

**ARTICLE X  
INDEMNIFICATION - INSURANCE - LIABILITY**

- 10.1** LADOTD does not guarantee continuity of the services provided for in this agreement nor does LADOTD guarantee the accuracy of the information provided. Any reliance on said information or services, or both, shall be solely at the risk of MEDIA OUTLET.
- 10.2** MEDIA OUTLET hereby agrees to indemnify and hold harmless LADOTD, its officers, agents, employees and assigns, against any and all claims, losses, liabilities, demands, suits, causes of action, damages, and judgments of sums of money to any party accruing against the LADOTD growing out of, resulting from, or by reason of any act or omission of MEDIA OUTLET, its agents, servants, independent contractors, or employees in violation of this Agreement. Such indemnification shall include the LADOTD's fees and costs of litigation, including, but not limited to, reasonable attorney's fees. MEDIA OUTLET shall provide and bear the expense of all personal and professional insurance related to its duties arising under this Agreement.
- 10.3** LADOTD hereby agrees, to the extent allowed by Louisiana law, to indemnify and hold harmless MEDIA OUTLET, its officers, agents, employees and assigns, against any and all claims, losses, liabilities, demands, suits, causes of action, damages, and judgments of sums of money to any party accruing against the MEDIA OUTLET growing out of, resulting from, or by reason of any act or omission of LADOTD, its agents, servants, independent contractors, or employees in violation of this Agreement. Such indemnification shall include the MEDIA OUTLET's fees and costs of litigation, including, but not limited to, reasonable attorney's fees. LADOTD shall provide and bear the expense of all personal and professional insurance related to exercising its rights pursuant to this Agreement.

**ARTICLE XI  
DISCRIMINATION CLAUSE**

- 11.1** The parties agree to abide by the requirements of the following, as applicable: Title VI and Title VII of the Civil Rights Act of 1964, as amended; the Equal Opportunity Act of 1972, as amended; Federal Executive Order 11246, as amended; the Rehabilitation Act of 1973, as amended; the Vietnam Era Veteran's Readjustment Assistance Act of 1974; Title IX of the Education Amendments of 1972; the Age Discrimination Act of 1975; the Americans with Disabilities Act of 1990, as amended, and Title II of the Genetic Information Nondiscrimination Act of 2008.
- 11.2** The parties agree not to discriminate in its employment practices, and shall render services under this Agreement without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, veteran status, political affiliation, disabilities, age, or genetic information.

- 11.3** Any act of discrimination committed by either of the parties or failure to comply with these statutory obligations when applicable shall be grounds for termination of this Agreement.

**ARTICLE XII  
PARTIAL INVALIDITY; SEVERABILITY**

- 12.1** If any term, covenant, condition, or provision of the Agreement or the application thereof to any person or circumstances shall, at any time or to any extent, be invalid or unenforceable, the remainder of the Agreement, or the application of such term, covenant, condition or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term, covenant, condition, and provision of the Agreement shall be valid and be enforced to the fullest extent permitted by law.

**ARTICLE XIII  
ENTIRE AGREEMENT; MODIFICATION**

- 13.1** This Agreement, including any attachments that are expressly referred to in this Agreement, contains the entire agreement between the parties and supersedes any and all agreement or contracts previously entered into between the parties. No representations were made or relied upon by either party, other than those that are expressly set forth. This Agreement may be modified or amended at any time by mutual consent of the parties, provided that, before any modification or amendment shall be operative and valid, it shall be reduced to writing and signed by both parties.

**ARTICLE XIV  
CONTROLLING LAW**

- 14.1** The validity, interpretation, and performance of this Agreement shall be controlled by and construed in accordance with the laws of the State of Louisiana.

**ARTICLE XV  
LEGAL COMPLIANCE**


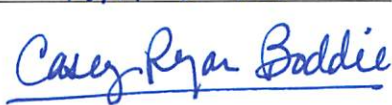

- 15.1** MEDIA OUTLET shall comply with all federal, state, and local laws and regulations, including, specifically, the Louisiana Code of Governmental Ethics (LSA-R.S. 42:1101, et seq.) in carrying out the provisions of this Agreement.

**ARTICLE XVI  
REMEDIES FOR DEFAULT**

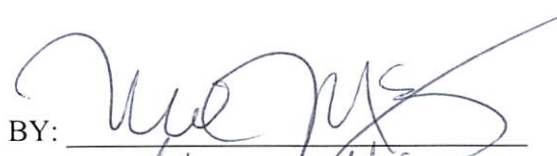
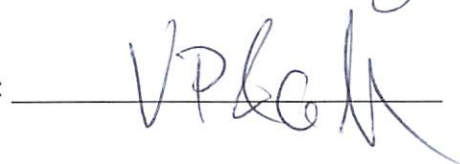
**16.1** In the event of default by either party, the aggrieved party shall have all right granted by the general laws of the State of Louisiana.

IN WITNESS THEREOF, the parties have caused these presents to be executed by their respective officers thereunto duly authorized as of the day and year first above written.

**WITNESSES:**

  
\_\_\_\_\_  
TERRY L COBB  
  
  
\_\_\_\_\_  
CASEY RYAN BODDIE  
  
  
\_\_\_\_\_  
CASEY RYAN BODDIE


**MEDIA OUTLET**

BY:   
\_\_\_\_\_  
Mark Hefley  
Typed or Printed Name  
  
TITLE:   
\_\_\_\_\_  
VP


23-3063152

Federal Identification Number

**WITNESSES**

  
\_\_\_\_\_  
Donna Deculux

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

BY:   
\_\_\_\_\_  
for Secretary

RECOMMENDED FOR APPROVAL:

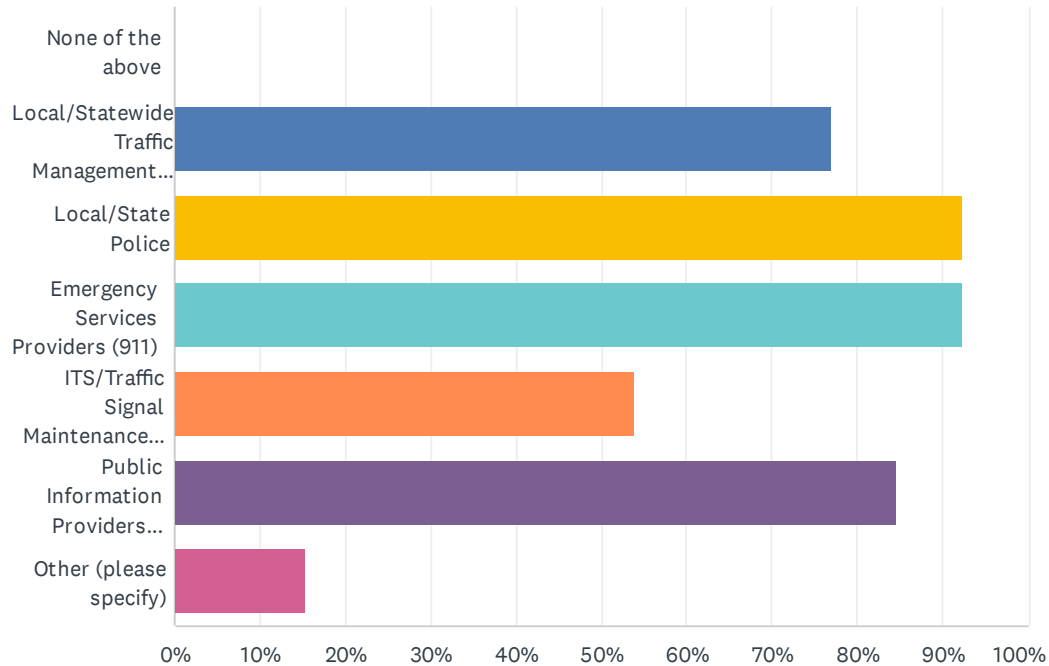
BY:   
\_\_\_\_\_  
Division Head

## Appendix D – Stakeholder Meeting Minutes



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

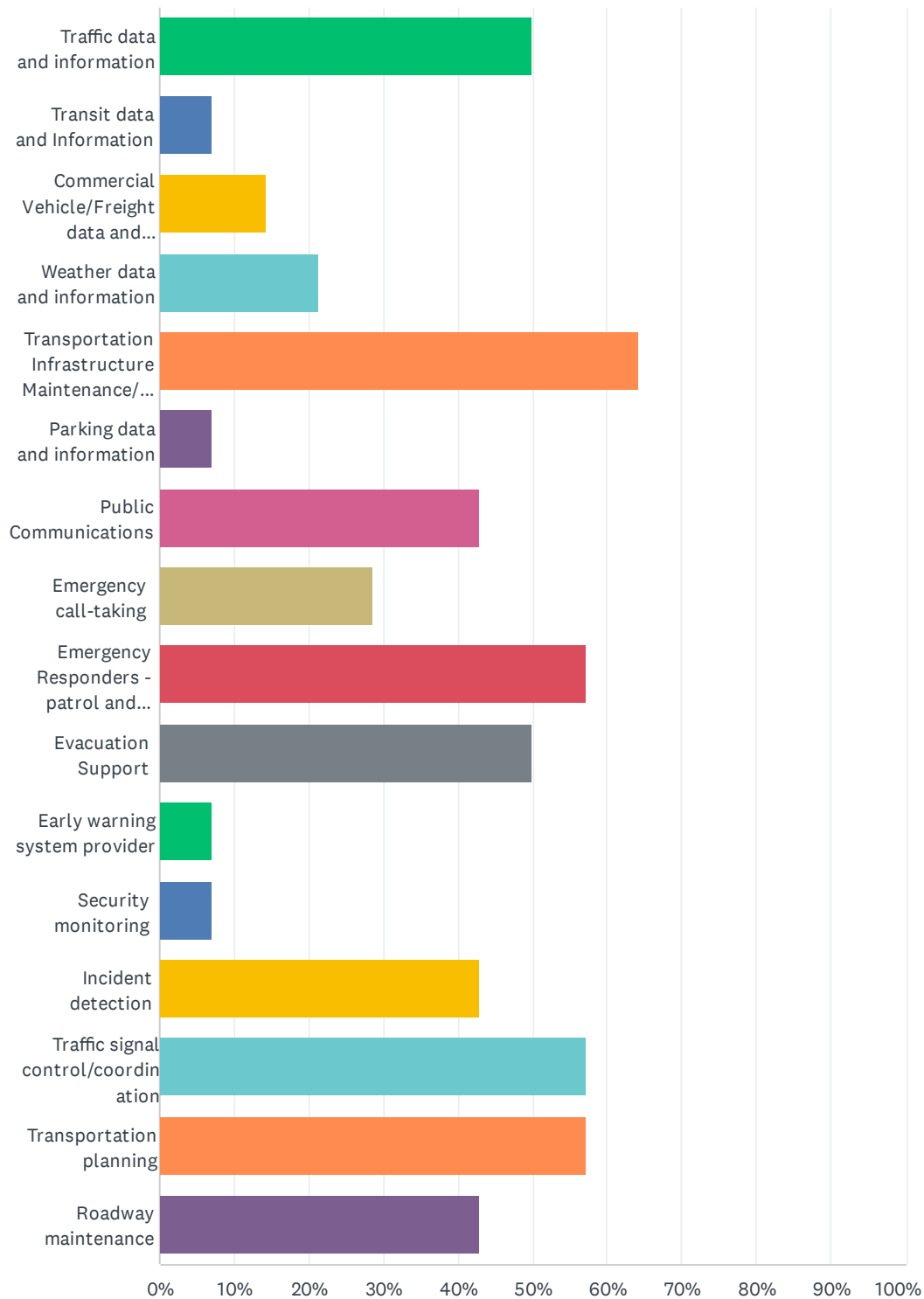
Answered: 13 Skipped: 1



ANSWER CHOICES	RESPONSES	
None of the above	0.00%	0
Local/Statewide Traffic Management Center	76.92%	10
Local/State Police	92.31%	12
Emergency Services Providers (911)	92.31%	12
ITS/Traffic Signal Maintenance Organization	53.85%	7
Public Information Providers (Media)	84.62%	11
Other (please specify)	15.38%	2
Total Respondents: 13		

## Q5 What are the major responsibilities of your organization?

Answered: 14 Skipped: 0



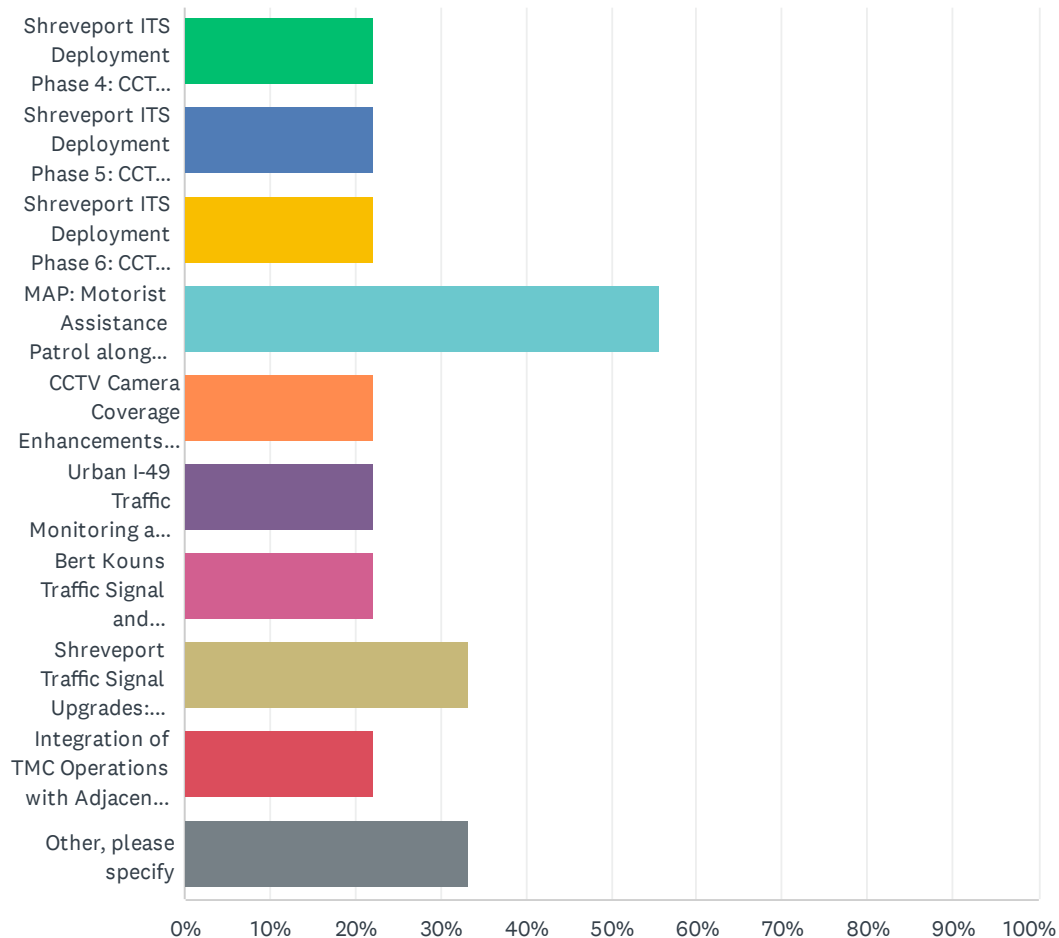
## Shreveport-Bossier Regional ITS Architecture

ANSWER CHOICES	RESPONSES	
Traffic data and information	50.00%	7
Transit data and Information	7.14%	1
Commercial Vehicle/Freight data and information	14.29%	2
Weather data and information	21.43%	3
Transportation Infrastructure Maintenance/Construction data and information	64.29%	9
Parking data and information	7.14%	1
Public Communications	42.86%	6
Emergency call-taking	28.57%	4
Emergency Responders - patrol and dispatch	57.14%	8
Evacuation Support	50.00%	7
Early warning system provider	7.14%	1
Security monitoring	7.14%	1
Incident detection	42.86%	6
Traffic signal control/coordination	57.14%	8
Transportation planning	57.14%	8
Roadway maintenance	42.86%	6
Total Respondents: 14		



Q6 Did your organization implement (including upgrading) any technology or communications related projects for transportation systems or emergency management since 2017? Selection below is from proposed projects from the previous Regional ITS Architecture update (2017).

Answered: 9 Skipped: 5

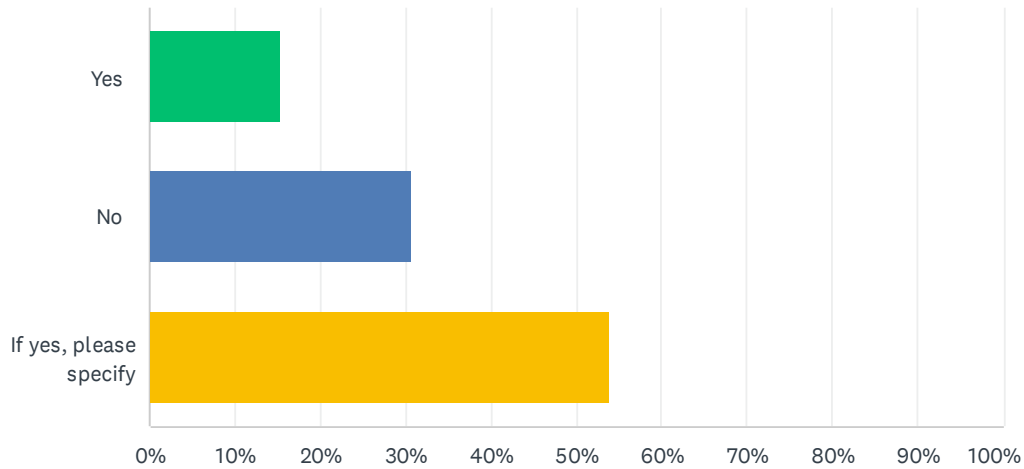


## Shreveport-Bossier Regional ITS Architecture

ANSWER CHOICES	RESPONSES	
Shreveport ITS Deployment Phase 4: CCTV & Fiber on I-20 from Monkhouse Dr to Benton Rd	22.22%	2
Shreveport ITS Deployment Phase 5: CCTV, DMS, and Communications on LA 3132 from Walker Rd to Flournoy Lucas Rd	22.22%	2
Shreveport ITS Deployment Phase 6: CCTV, DMS, and Communications on I-49 from Dixie Blanchard Rd to I-220	22.22%	2
MAP: Motorist Assistance Patrol along I-20, I-220, and LA 3132	55.56%	5
CCTV Camera Coverage Enhancements: CCTV on I-220 from I-20 W interchange to I-20 E interchange	22.22%	2
Urban I-49 Traffic Monitoring and Traveler Information System: CCTV on I-49 from LA 526 to Kings Hwy	22.22%	2
Bert Kouns Traffic Signal and Communications Upgrade: Signal system upgrades on LA 526 from I-20 to LA 3132	22.22%	2
Shreveport Traffic Signal Upgrades: Signal upgrades on congested corridors or without remote control	33.33%	3
Integration of TMC Operations with Adjacent States: Integrated management with Texas and Arkansas for I-20 and I-49	22.22%	2
Other, please specify	33.33%	3
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: 13 Skipped: 1

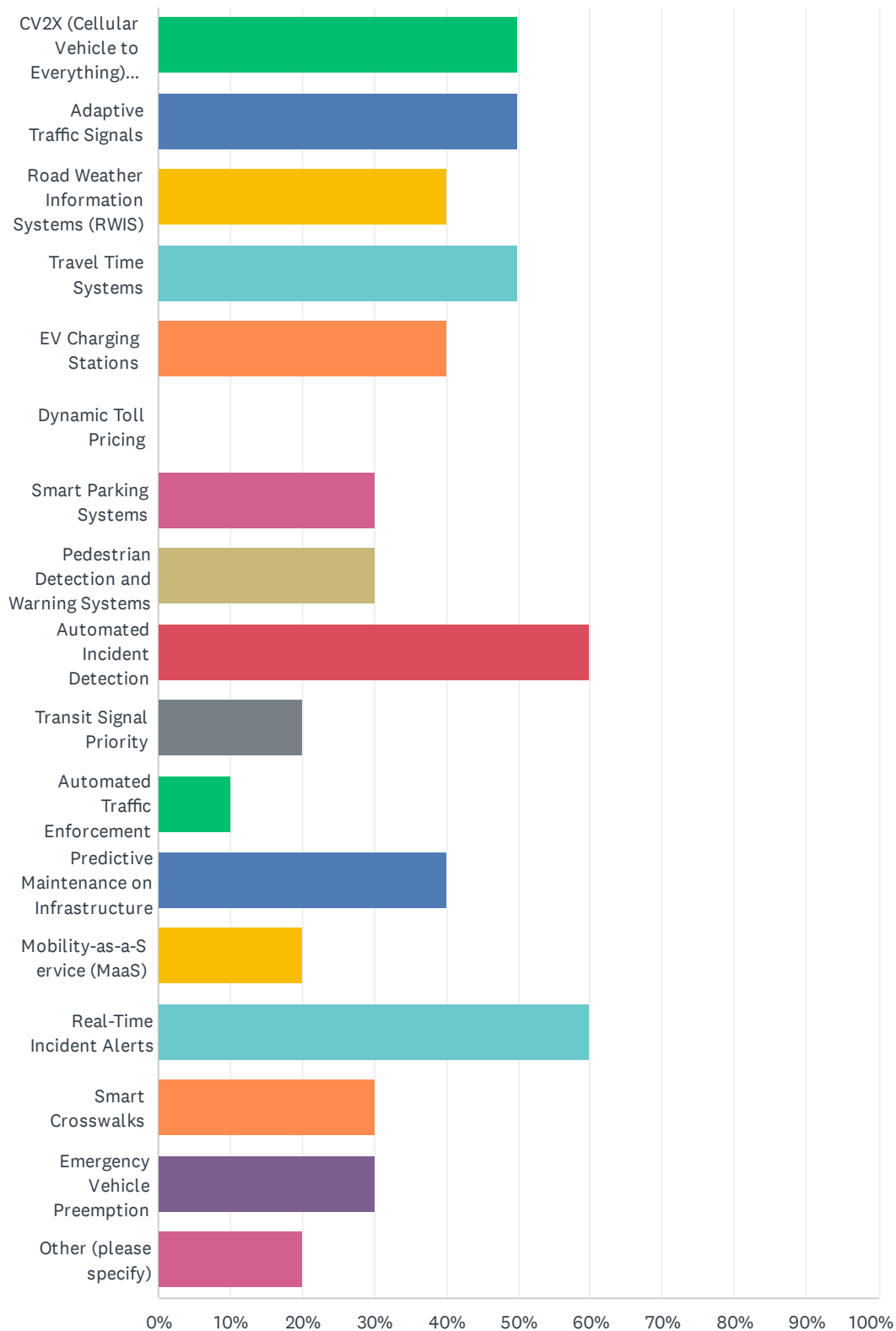


ANSWER CHOICES	RESPONSES	
Yes	15.38%	2
No	30.77%	4
If yes, please specify	53.85%	7
TOTAL		13

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

Answered: 10   Skipped: 4

## Shreveport-Bossier Regional ITS Architecture



## Shreveport-Bossier Regional ITS Architecture

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

## ***Shreveport-Bossier Regional ITS Architecture Update***

Contract No. 4400016364, TO #9

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
  - Shreveport-Bossier signal maintenance agreement – DOTD to provide
  - VDMS agreement – C. Chauvin to follow up with L. Kimbeng to provide
  - 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
  - Shreveport ITS Deployment Ph 4 – not yet completed, keep in report and update costs
  - Shreveport ITS Deployment Ph 5 – not yet completed, keep in report and update costs
  - Shreveport ITS Deployment Ph 6 – not yet completed, keep in report and update costs
  - MAP – Ongoing
  - CCTV Coverage I-220 – not yet planned, keep in report and update costs
  - Urban I-49 Traffic Monitoring - not yet planned, keep in report and update costs
    - L. Kimbeng to provide general scope
  - Bert Kouns Traffic Signal and Comm – ongoing, currently in design
  - Integration of TMC with Adjacent States – not yet completed, keep in report and update costs
- Upcoming Projects
  - From Survey
    - Drivewyze Pilot Project
    - Airport related security and technology upgrades – Consultant to follow up with local stakeholders
    - Build new Traffic Engineering Building with Traffic Management room – Consultant to follow up with local stakeholders

- Connect Traffic Management fiber to new Traffic Management room – Consultant to follow up with local stakeholders
  - Integrate Text-to-911 capability – Consultant to follow up with local stakeholders
  - Upcoming Traffic – general signal communications projects (cellular), City of Bossier has an ongoing signal communication upgrade project – follow up at local stakeholder meeting
- 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 in the report
  - 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
- 4. **Action Items**
  - DOTD (R. Deville) to provide list of agreements – provided 8/20
  - C. Chauvin to follow up with L. Kimbeng to provide VDMS agreement
  - L. Kimbeng to provide general scope for I-49 project
  - Consultant to follow up with local stakeholders on local project updates
  - Consultant to submit TMC list of sites – attached



## District 4 ITS Equipment Wish List

### I-20 DMS

I-20 East and West at LA 169; Mooringsport Rd (Exit 3)  
    US 80 East and West at US 79  
    US 79 North at US 80  
    LA 169 South before I-20  
I-20 East and West at US 79; US 80; Greenwood (Exit 5)  
    Greenwood Road North and South at I-20  
    LA 511 at Greenwood Rd  
I-20 East and West at LA 526; Bert Kouns Industrial Loop (Exit 8)  
    LA 526 North and South at I-20  
I-20 West before Hearne Ave  
I-20 East before Lakeshore Dr (MM 16)  
I-20 East before Line Ave  
    LA 1 North and South at I-20  
I-20 West between Hamilton Road and Traffic Street  
I-20 East before Barksdale Blvd  
    Barksdale Blvd North and South at I-20  
I-20 East before Old Minden Road  
I-20 East before Industrial Drive  
I-20 East and West between Industrial and I-220 (MM 24)  
I-20 East and West at US 371 South; Sibley  
I-20 East and West at LA 9

### I-20 Cameras

I-20 at LA/TX State Line	I-20 at US 371
I-20 at Greenwood Weigh Station	I-20 at Dorcheat Bayou
I-20 at LA 169	I-20 at US 371; Sibley
I-20 at US 79/US 80; Greenwood	I-20 at LA 531
I-20 at Bert Kouns Industrial Loop	I-20 at LA 532
I-20 at Eastbound DMS 111 (MM 6)	I-20 at Webster/Bienville Parish Line
I-20 East and West at I-49 North and South Ramps	I-20 at US 80; Ida
I-20 on the Red River Bridge	I-20 at Pine Grove Church Rd Overpass (MM 56)
I-20 at Westbound DMS 112 (MM 28)	I-20 at Mile Marker 60
I-20 at LA 614 Overpass (MM 31)	I-20 at LA 154
I-20 at LA 157	I-20 at Brewer Rd Overpass (MM 63)
I-20 at US 79/US 80 Overpass (MM 35)	I-20 at Mile Marker 65
I-20 at Bossier/Webster Parish Line	I-20 at LA 9
I-20 at Goodwill Rd/Camp Minden	I-20 at LA 151
I-20 at US 79/US 80 Overpass (MM 41)	I-20 at Bienville/Lincoln Parish Line

## District 4 ITS Equipment Wish List

### I-220 DMS

I-220 East before Jefferson Paige Rd  
I-220 East and West at I-49  
I-220 East and West at LA 1  
    LA 1 North and South at I-220  
I-220 East and West at Benton Rd  
I-220 East and West before US 80; East Texas Street  
    US 80 East and West before I-220

### I-220 Cameras

I-220 at I-49  
I-220 on the Red River Bridge  
I-220 at Benton Rd  
I-220 at Airline Dr  
I-220 at Shed Rd

### LA 3132 DMS

LA 3132 West before I-20/I-220  
LA 3132 East before Walker Rd  
LA 3132 East and West before I-49

### LA 3132 Cameras

LA 3132 at I-20/I-220  
LA 3132 at 70<sup>th</sup> Street (cameras that are currently at that location need to be moved to have a better view of the roadway)  
LA 3132 at Westbound DMS 011  
LA 3132 at Walker Rd  
LA 3132 at Jewella Ave  
LA 3132 at Mansfield Rd  
LA 3132 at Kingston Rd Overpass  
LA 3132 at Linwood  
LA 3132 at I-49  
LA 3132 at Ellerbe Rd/Line Ave  
LA 3132 at LA 526  
LA 3132 at Flournoy Lucas Rd

## District 4 ITS Equipment Wish List

### I-49 DMS

I-49 North and South at US 671; Coushatta  
I-49 North and South at US 84; Grand Bayou  
I-49 North and South at LA 175; Kingston  
I-49 South before Southern Loop  
I-49 North and South at LA 3132  
I-49 North and South at Kings Highway  
I-49 South before I-220  
    LA 3194 East and West before I-49  
I-49 North and South at LA 1  
I-49 North and South at US 71; Hosston

### I-49 Cameras

I-49 at DeSoto/Natchitoches Parish Line  
I-49 at US 371; Coushatta  
I-49 at Mile Marker 165  
I-49 at Mile Marker 167  
I-49 at Asseff Rd  
I-49 at Naborton Cut Off Overpass (MM 171)  
I-49 at US 84; Grand Bayou  
I-49 at Smithport Lake Road Overpass (MM 175)  
I-49 at LA 509; Carmel  
I-49 at Sloan Rd Overpass (MM 179)  
I-49 at Bradshaw Rd Overpass (MM 181)  
I-49 at Mount Zion Rd Overpass (MM 184)  
I-49 at LA 175; Kingston  
I-49 at Red Bluff Rd Overpass (MM 188)  
I-49 at LA 3276; Stonewall Frierson Rd  
I-49 at Mile Marker 194  
I-49 at Caddo/DeSoto Parish Line  
I-49 at Southern Loop  
I-49 at Northbound DMS 112 (MM 198)  
I-49 at LA 526  
I-49 at LA 3132  
I-49 at LA 511  
I-49 at Pierremont Rd  
I-49 at Mile Marker 204

I-49 at Kings Highway  
I-49 North and South at I-20 East and West Ramps  
I-49 at Murphy Street  
I-49 at LA 3194  
I-49 at McCain Creek (MM 213)  
I-49 at LA 1; North Market St  
I-49 at Twelve Mile Bayou (MM 217)  
I-49 at Doe Slough Canal (MM 219)  
I-49 at LA 173; Dixie  
I-49 at LA 169; Mooringsport  
I-49 at Cowhide Bayou (MM 223)  
I-49 at Horseshoe Bayou (MM 225)  
I-49 at Parish Rd 136 Under pass (MM 226)  
I-49 at Swift Bayou (MM 227)  
I-49 at LA 530; Belcher  
I-49 at Black Bayou (MM 229)  
I-49 at LA 170; Gilliam  
I-49 at US 71; Hosston  
I-49 at LA 2; Hosston  
I-49 at US 71 Overpass (MM 238)  
I-49 at Mira Myrtis Rd  
I-49 at Munnerlyn Chapel Rd Overpass (MM 242)  
I-49 at LA 168; Ida  
I-49 at LA/AR State Line

\*Any cameras or DMS that we can get on LA 526 from I-20 to East 70<sup>th</sup> Street/LA 511 would also assist.

## ***Shreveport-Bossier Regional ITS Architecture Update***

Contract No. 4400016364, TO #9

Stakeholder Meeting Minutes

9/10/24

### **1. Stakeholder Attendees:**

- DOTD ITS: Alaa Shams, Tyler Henderson, A’Kera Kelly, Ryan Reviere, Ty Hampton, Nathaniel Anderson,
- DOTD D04: David North, Jim Hollier, Brandon Greco, Steve Christner, Erin Buchanan, Kevin Blunk
- NLCOG: Chris Petro, Adam Driscoll
- NWLA Safety Coalition: Shelly Barrett
- City of Shreveport: Robert Tomasek
- Bossier City: John Kelly, David Judice
- Bossier Parish: Ken Ward, Butch Ford, Doug Rimmer
- Caddo Parish: Joshua Bedgood
- Caddo Parish 9-1-1: Beth Ann Carter, Richard Stewart, Tommy Mazzone

### **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
  - Shreveport-Bossier signal maintenance agreement – DOTD to provide
  - ReGIS – regional GIS, local entities that house and share GIS datasets, stored at NLCOG, includes: City of Shreveport, 911, Caddo Tax Assessor, Bossier 911, Port, Caddo Parish,
  -
- Previous Architecture Projects
  - Shreveport ITS Deployment Ph 4 – not yet completed, keep in report and update costs
  - Shreveport ITS Deployment Ph 5– not yet completed, keep in report and update costs
  - Shreveport ITS Deployment Ph 6 – not yet completed, keep in report and update costs
  - MAP – Ongoing
  - CCTV Coverage I-220 – not yet planned, keep in report and update costs
  - Urban I-49 Traffic Monitoring – not yet planned, keep in report and update costs
  - Bert Kouns Traffic Signal and Comm – ongoing, currently in design
  - Integration of TMC with Adjacent States – not yet completed, keep in report and update costs
- Upcoming Projects
  - From Survey

- Drivewayze Pilot Project – part of I-20 rehabilitation project, deployed with work zone, app-free software but requires USDOT ID number, follow up with Lucy on scope
- Airport related security and technology upgrades – follow up with airport
- Build new Traffic Engineering Building with Traffic Management room – City initiative, bond measure passed in April, not yet designed,
- Connect Traffic Management fiber to new Traffic Management room – part of new TE room
- Integrate Text-to-911 capability - constructed, but not yet fully operational, in Caddo Parish
- Proposed building has fiber stub outs – follow up with Jim Hollier, (I-49 at I-20)
- Upcoming Traffic
  - General signal communications projects (cellular) – no current timeframe
  - City of Bossier has an ongoing signal communication upgrade project – remote access, LA 3, around city, probably completed in next 5 years
  - FYA Ph 3 – fall start to construction, follow up with Andre on scope
    - Was broken into multiple projects, second project to include signals with preemption
  - FYA Ph 1 – had signals removed from scope and should come back around as well
- Others:
  - City of Shreveport – Raise Grant – has ITS components, communications with buses, preemption, or bus priority, follow up with Robert Tomasek
  - LPR – someone is putting them out, Bossier Parish, City of Shreveport,
  - Crime cameras – City of Shreveport
  - School zone – speed limit ticket enforcement, Blueline installed for City of Shreveport
  - Stop Arm cameras on school buses
  - Follow up with Jim on fiber proposed on various corridors
- Types of new project deployments
  - Add to architecture & report
    - EV Charging Stations
  - Add description in report, not included in architecture
    - CV2X
    - RWIS - <https://app.frostsolutions.io/> , Demo shown
    - Adaptive Traffic Signals
    - Pedestrian Detection and Warning Systems
    - Real-Time Incident Alerts
    - Travel Time Systems - LA 3 I-220N to Wemple Road
    - Smart Parking Systems
    - Automated Incident Detection – on I-20, move into architecture, queue detection
    - Smart Crosswalks – move into architecture, Funded: Hearne at Greenwood, King's Hwy Medical Corridor;
      - Add these locations into the report:
        - Old Minden Road at I-20
        - Shed Road at Walbrook Park
        - Barksdale US 71 at LA 3105 Airline

- Hearne at Midblock
  - Emergency Vehicle Preemption – Follow up with on if currently operational
  - Transit Signal Priority
  - Automated Traffic Enforcement – Move into architecture, speed cameras
  - Predictive Maintenance on Infrastructure
  - Mobility-as-a-Service – Sportran, move to architecture, for City of Shreveport & Bossier City
- Do not include
  - Dynamic Toll Pricing

4. **Action Items**

- Follow up with C. Petro on Stakeholder agreements for ReGIS – Provided 9/11/24
- Follow up with L. Kimbeng on scope of Drivewyze
- Follow up with airport on security and technology upgrades
- Follow up with J. Hollier on proposed fiber hub/management center (I-20, I-49) and proposed fiber along corridors
- Follow up with R. Tomasek on Raise Grant, school zone speed cameras, school bus arm cameras, emergency vehicle preemption,

## Appendix E – Existing ITS Field Devices



# DOTD CCTV Locations

Name	Route	Direction	Cross Street	Latitude	Longitude	Parish
SHR-CAM-001	I-20	E	East of I-220	32.4559937	-93.843636	Caddo
SHR-CAM-002	I-20	E	Monkhouse Dr.	32.4614296	-93.826859	Caddo
SHR-CAM-003	I-20	E	Jewella Ave.	32.4715996	-93.799004	Caddo
SHR-CAM-004	I-20	E	Hearne Ave.	32.4777985	-93.780998	Caddo
SHR-CAM-005	I-20	E	Greenwood Rd.	32.4844017	-93.774002	Caddo
SHR-CAM-006	I-20	E	Lakeshore Dr.	32.4903984	-93.772003	Caddo
SHR-CAM-007	I-20	E	Linwood Ave.	32.4954987	-93.763	Caddo
SHR-CAM-008	I-20	E	I-49	32.4957657	-93.75927	Caddo
SHR-CAM-009	I-20	E	Sam Fertitta	32.5017014	-93.749001	Caddo
SHR-CAM-010	I-20	E	Common St.	32.5052986	-93.746002	Caddo
SHR-CAM-011	I-20	E	Spring St.	32.5102005	-93.742996	Caddo
SHR-CAM-012	I-20	W	Traffic St.	32.5130997	-93.736	Bossier
SHR-CAM-013	I-20	E	Benton Rd.	32.5131226	-93.717934	Bossier
SHR-CAM-014	I-20	E	Barksdale Ave.	32.5132446	-93.714165	Bossier
SHR-CAM-015	I-20	W	Old Minden Rd.	32.5183411	-93.708794	Bossier
SHR-CAM-016	I-20	W	Airline Dr.	32.5256004	-93.699997	Bossier
SHR-CAM-017	I-20	W	Industrial Dr.	32.5279007	-93.676003	Bossier
SHR-CAM-018	I-20	E	Bert Kouns	32.4478264	-93.898422	Caddo
SHR-CAM-019	I-20	W	Pines	32.4510803	-93.865334	Caddo
SHR-CAM-020	LA 3132	N	70th St. NW	32.4418793	-93.842697	Caddo
SHR-CAM-021	LA 3132	S	70th St. SE	32.4418793	-93.841469	Caddo
SHR-CAM-023	I-220	S	Jefferson Page	32.4732819	-93.837959	Caddo
SHR-CAM-024	I-220	S	Lakeshore	32.4854507	-93.827576	Caddo
SHR-CAM-025	I-220	S	S. Lakeshore	32.4946136	-93.821945	Caddo
SHR-CAM-026	I-220	S	Blanchard Rd.	32.5205307	-93.808388	Caddo
SHR-CAM-027	I-220	S	Hwy 71 Market St.	32.5552254	-93.781685	Caddo
SHR-CAM-028	I-220	N	Swan Lake	32.5578079	-93.678757	Bossier
SHR-CAM-029	I-220	N	Hwy 79/80	32.5475235	-93.632439	Bossier
SHR-CAM-030	I-20	E	I-220 Off Ramp	32.5390015	-93.630966	Bossier
SHR-CAM-031	I-20	E	DMS East of Monkhouse	32.4655991	-93.816002	Caddo
SHR-CAM-032	I-20	W	Lakeshore DMS	32.4948998	-93.764999	Caddo
SHR-CAM-118	I-20	E	Bert Kouns	32.4478264	-93.898422	Caddo
SHR-CAM-130	I-20	E	I-220 Off Ramp	32.5390015	-93.630966	Bossier

# DOTD DMS Location

Name	Route	Direction	Cross Street	Latitude	Longitude	Mile Marker	Parish
SHR-DMS-001	I-20	W	West of Monkhouse Dr.	32.46070099	-93.83200073	12.7	Caddo
SHR-DMS-002	I-20	E	East of Monkhouse	32.46559906	-93.81600189	13.7	Caddo
SHR-DMS-003	I-20	E	East of Hearne Ave.	32.48059845	-93.77700043	16.21	Caddo
SHR-DMS-004	I-20	W	East of Lakeshore Dr	32.49489975	-93.76499939	17.51	Caddo
SHR-DMS-005	I-20	E	West of Linwood Ave.	32.49560165	-93.76100159	17.66	Caddo





<b>SHR-DMS-006</b>	I-20	W	West of Common St.	32.50419998	-93.74700165	18.7	Bossier
<b>SHR-DMS-007</b>	I-20	E	East of Riverside	32.51377106	-93.73242188	19.88	Bossier
<b>SHR-DMS-008</b>	I-20	W	West of Industrial Dr.	32.52679825	-93.68499756	23.13	Bossier
<b>SHR-DMS-009</b>	I-20	W	at Old Minden Rd.	32.52069855	-93.70800018	21.62	Bossier
<b>SHR-DMS-010</b>	I-20	E	Bert Kouns and Pines	32.44934845	-93.87757111	9.9	Caddo
<b>SHR-DMS-011-CELL</b>	LA 3132	W	West of Walker Rd.	32.41910172	-93.82944489	2.83	Caddo
<b>SHR-DMS-012</b>	I-220	W	btwn Jeff Paige and Lakeshore	32.47761917	-93.8342514	1.67	Caddo
<b>SHR-DMS-013</b>	I-220	E	btwn Lakeshore and S. Lakeshore	32.4961853	-93.82067871	2.95	Caddo
<b>SHR-DMS-015</b>	I-220	W	West of Swan Lake	32.55835724	-93.68778229	13.37	Bossier
<b>SHR-DMS-110-CELL</b>	I-20	W	Outside Board	32.54230118	-93.59500122	28.56	Caddo
<b>SHR-DMS-111-CELL</b>	I-20	E	Outside Board	32.44440079	-93.92700195	6.97	Caddo
<b>SHR-DMS-112-CELL</b>	I-49	N	Outside Board	32.37110138	-93.7519989	198.04	Caddo



DOTD D04 Traffic Signals

TSI	Major Route	Minor Route
08-002	LA 3 (Benton Rd.)	Shed Rd.
08-004	LA 782-2 (Industrial Dr.)	I-20 EB Ramp
08-005	US 71 (Barksdale Blvd.)	Central Park Dr.
08-008	US 71 (Barksdale Blvd.)	Garden St.
08-009	US 71 (Barksdale Blvd.)	LA 3105 (Airline Dr./McDade St.)
08-010	US 71 (Barksdale Blvd.)	St. Charles St.
08-011	US 71 (Barksdale Blvd.)	LA 3032 (Westgate Dr.)/ BAFB Main Gate
08-012	US 71 (Barksdale Blvd.)	Shady Grove Dr.
08-015	US 71/LA 72 (Barksdale Blvd.)	Traffic St.
08-024	LA 72 (Old Minden Rd.)	LA 3 (Benton Rd. Spur)/I-20
08-025	LA 72 (Old Minden Rd.)	Waller Ave.
08-026	LA 72 (Old Minden Rd.)	Northgate Rd./Bailey St.
08-027	US 79/80 (E. Texas St.)	Bass Pro Dr.
08-028	US 79/80 (E. Texas St.)	Traffic St.
08-033	US 79/80 (E. Texas St.)	Hamilton Rd.
08-034	US 79/80 (E. Texas St.)	LA 3 (Benton Rd.)
08-037	US 79/80 (E. Texas St.)	LA 3105 (Airline Dr.)
08-039	LA 3105 (Airline Dr.)	Patricia Dr.
08-041	LA 3105 (Airline Dr.)	LA 72 (Old Minden Rd.)
08-042	LA 3105 (Airline Dr.)	I-20
08-043	LA 3105 (Airline Dr.)	LA 3105 (Airline Dr.) @ Shed Rd.
08-047	US 71 (Barksdale Blvd.)	LA 511 (Jimmie Davis Hwy.)
08-050	LA 3105 (Airline Dr.)	Douglas Dr.
08-053	US 79/80 (E. Texas St.)	Stockwell Rd. /Harrah's La Downs Gate 1
08-054	US 71 (Barksdale Blvd.)	Gilbert Dr./Modica St.
08-055	US 71 (Barksdale Blvd.)	Boone St/Rome St.
08-056	LA 3 (Benton Rd. Spur)	LA 3 (Benton Rd. Spur) @Benton Rd
08-057	US 71 (Barksdale Blvd.)	McDonald St.
08-058	US 71 (Barksdale Blvd.)	Bellaire Blvd.
08-059	US 71 (Barksdale Blvd.)	Panther Dr./Walker Pl.
08-061	US 79/80 (E. Texas St.)	I-220 W/B Harrah's LA Downs Gate 2
08-062	LA 72 (Old Minden Rd.)	John Wesley Blvd.
08-067	LA 72 (Old Minden Rd.)	Preston Blvd.
08-068	US 79/80 (E. Texas St.)	Pierre Bossier Mall
08-069	LA 3105 (Airline Dr.)	Pierre Bossier Mall
08-070	LA 3 (Benton Rd.)	Viking Dr.
08-072	LA 3 (Benton Rd.)	Beckett St.
08-074	LA 3105 (Airline Dr.)	Viking Dr.
08-075	US 71 (Barksdale Blvd.)	Golden Meadows Dr.
08-076	US 79/80 (E. Texas St.)	I-220 E/B
08-077	LA 3 (Benton Rd.)	I-220
08-078	US 79/80 (E. Texas St.)	Beckett St.



TSI	Major Route	Minor Route
08-080	LA 511 (Jimmie Davis Hwy)	Sunflower Blvd.
08-081	LA 3 (Benton Rd.)	Greenacres Blvd.
08-083	LA 511 (Jimmie Davis Hwy.)	Arena Dr. / Zach Ave.
08-084	LA 3105 (Airline Dr.)	I-220
08-086	I-20	Hamilton Rd./ Diamond Jacks Blvd.
08-087	LA 3105 (Airline Dr.) .	Melrose Ave.
08-088	LA 3105 (Airline Dr.)	Greenacres Blvd.
08-091	LA 3 (Benton Rd.)	Riverwood Dr.
08-092	US 79/80 (E. Texas St.)	LA 72 (Old Minden Rd)
08-095	LA 3 (Benton Rd.)	Hospital Dr./ Autoplex Dr.
08-096	LA 3105 (Airline Drive)	Beene Blvd
08-098	LA 3 (Benton Rd. )	Brownlee Dr.
08-101	US 79/80(E. Texas St.)	Cavalier Drive
08-102	LA 3105 (Airline Drive)	Meadow Creek
08-103	LA 782-2 (Industrial Drive)	I-20 WB ramp
08-104	I-20 Frontage Road (Industrial Ext)	EB I-20 on ramp
08-106	US 71(Barksdale Blvd)	LA 612 ( Sligo Road)
08-107	US 79/80 (E. Texas St.)	LA 782-2 (Industrial Drive)/Swan Lake Spur
08-108	LA 3105 ( Airline Drive)	George Dement Blvd
08-109	US 71 ( Barksdale Blvd)	Robert E Lee Drive
09-003	US 79/80 (Greenwood Rd.)	Monkhouse Dr.
09-005	US 79/80 (Greenwood Rd.)	Curtis Lane
09-006	US 79/80 (Greenwood Rd.)	Broadway Ave.
09-007	US 79/80 (Greenwood Rd.)	Jewella Ave.
09-009	US 79/80 (Greenwood Rd.)	Mertis Ave.
09-012	US 79/80 (Greenwood Rd.)	US 171 (Hearne Ave.)
09-013	US 79/80 (Greenwood Rd.)	Portland Ave.
09-014	I-20	US 79/80 (Greenwood Rd.)
09-015	US 79/80 (Greenwood Rd. & Texas Ave.)	Mansfield Rd.
09-017	US 79/80 (Texas Ave.)	Lakeshore Dr.
09-019	US 80 (Texas St.)	Linwood Ave.
09-022	US 79/80 (Texas Ave.)	Murphy St.
09-026	US 79/80 (Texas Ave.)	Common St. & Milam St.
09-027	US 79/80 (Texas Ave.)	Common St. & Sprague St.
09-028	US 79/80 (Texas Ave.)	Louisiana Ave.
09-029	US 79/80 (Texas Ave.)	McNeil St.
09-030	US 79/80 (Texas Ave.)	Marshall St.
09-031	US 79/80 (Texas Ave.)	Edwards St.
09-032	LA 1, US 71 (Market St.)	US 79/80 (Texas Ave.)
09-033	LA 1, US 71 (Spring St.)	US 79/80 (Texas Ave.)
09-034	LA 1, US 71 (Market St.)	Travis St.
09-035	LA 1, US 71 (Market St.)	Fannin St.



TSI	Major Route	Minor Route
09-036	LA 1, US 71 (Market St.)	LA 173 (Caddo St.)
09-037	LA 1, US 71 (Spring St.)	Travis St.
09-038	LA 1, US 71 (Spring St.)	Fannin St.
09-039	LA 1, US 71 (Spring St.)	LA 173 (Caddo St.)
09-040	LA 1, US 71 (Spring St.)	Airport Dr.
09-041	LA 1, US 71 (N. Market St.)	LA 3036 (Common St.)
09-042	LA 1, US 71 (N. Market St.)	Kansas City Ave. & Aero
09-043	LA 1, US 71 (N. Market St.)	LA 3049 (N. Thomas Dr.)
09-044	LA 1, US 71 (N. Market St.)	Freestate Blvd.
09-045	LA 1, US 71 (N. Market St.)	LA 3094 (Hearne Ave.)
09-046	LA 1, US 71 (N. Market St.)	LA 3194 (Martin Luther King Drive)/Ravendale Dr.
09-048	LA 3036 (Common St.)	Travis St.
09-050	LA 173 (Caddo St.)	LA 3036 (Common St.)
09-051	US 171 (Mansfield Rd.)	Williamson Way
09-052	US 171 (Mansfield Rd.)	Baird Rd.
09-053	US 171 (Mansfield Rd.)	LA 526 (Bert Kouns Industrial Loop)
09-054	US 171 (Mansfield Rd.)	Kingston Rd. / Amelia Ave.
09-055	US 171 (Mansfield Rd.)	LA 511 (W. 70th St.)
09-056	US 171 (Hearne Ave.)	Mansfield Rd. & Marquette
09-057	US 171 (Hearne Ave.)	Sunny Brook St.
09-058	US 171 (Hearne Ave.)	Hollywood Ave.
09-059	US 171 (Hearne Ave.)	Corbitt St.
09-060	US 171 (Hearne Ave.)	Malcolm St.
09-061	US 171 (Hearne Ave.)	Midway St.
09-062	US 171 (Hearne Ave.)	Emery St.
09-063	I-20	US 171 (Hearne Ave.)
09-064	US 171 (Hearne Ave.)	Kings Hwy.
09-076	LA 1 (Youree Dr.)	LA 511 (E. 70th St.)
09-077	LA 1 (Youree Dr.)	Southfield Rd.
09-078	LA 1 (Youree Dr.)	Pennsylvania Ave.
09-079	LA 1 (Youree Dr.)	Ockley Dr.
09-080	LA 1 (Youree Dr.)	Albany Dr.
09-081	LA 1 (Youree Dr.)	LA 3032 (Kings Hwy.)
09-082	LA 1 (Youree Dr.)	E. Washington St.
09-083	LA 1 (Youree Dr.)	E. Stoner Ave.
09-084	LA 1, US 71 (Market St.)	Sixth St.
09-085	LA 1, US 71 (Market St.)	Lake St.
09-086	LA 1, US 71 (Market St.)	Crockett St.
09-087	LA 1, US 71 (Market St.)	Milam St.
09-088	LA 1, US 71 (Spring St.)	Lake St.
09-089	LA 1, US 71 (Spring St.)	Crockett St.



TSI	Major Route	Minor Route
09-090	LA 1, US 71 (Spring St.)	Milam St.
09-098	LA 3094 (Hearne Ave.)	Milam
09-099	LA 3094 (Hearne Ave.)	Ford St.
09-100	LA 173 (Shreveport-Blanchard Rd.)	LA 3094 (Hearne Ave.)
09-104	LA 511 (W. 70th St.)	Wyngate St. & Sipple St.
09-105	LA 511 (W. 70th St.)	Buncombe Rd.
09-106	LA 511 (W. 70th St.)	Jewella Rd.
09-107	LA 511 (W. 70th St.)	Linwood Ave.
09-108	LA 511 (W. 70th St.)	St. Vincent Ave.
09-109	LA 511 (E. 70th St.)	Southern Ave.
09-110	LA 511 (E. 70th St.)	Fairfield Ave.
09-111	LA 511 (E. 70th St.)	LA 523 (Line Ave.)
09-112	LA 511 (E. 70th St.)	Gilbert Dr.
09-113	LA 3032 (Shreveport-Barksdale Hwy.)	E.Kings Hwy.
09-114	LA 3032 (Shreveport-Barksdale Hwy.)	Camilla
09-115	LA 3032 (Shreveport-Barksdale Hwy.)	Knight St.
09-116	LA 3032 (Shreveport-Barksdale Hwy.)	Weyman St.
09-117	I-20	Jewella Ave.
09-118	I-20	Lakeshore Dr.
09-119	I-20	Linwood Ave.
09-121	Fairfield Ave.	Murphy & Stoner over I-20
09-122	Fairfield Ave.	Southern Ave. near I-20
09-123	Southern Ave.	Stoner Ave.
09-124	I-20 Off Ramp	Taylor St. & Christian St.
09-125	1-20 On Ramp	Common St., Howell St. & Short Line St.
09-129	LA 3049 (Grimmett Drive)	N. Hearne Ave.
09-130	LA 1 (Youree Dr.)	E. Olive St.
09-131	LA 523 (Ellerbe Rd.)	Flournoy Lucas Rd.
09-132	US 171 (Mansfield Rd.)	Southland Park Dr.
09-133	US 171 (Mansfield Rd.)	Jewella Rd.
09-134	LA 173 (Shreveport-Blanchard Hwy.)	Russell Rd.
09-135	LA 511 (E. 70th St.)	E. Kings Hwy.
09-136	LA 511 (W. 70th St.)	W. Canal Blvd.
09-137	LA 511 (E. 70th St.)	Creswell Rd.
09-141	LA 3049 (N. Thomas Dr.)	LA 3049 (Grimmett Dr.)
09-142	US 171 (Mansfield Rd.)	Valley View Dr.
09-144	LA 526 (Bert Kouns Industrial Loop)	Walker
09-145	LA 3032 (Shreveport Barksdale Highway)	Super One Driveway
09-147	LA 1, US 71 (N. Market St.)	Market St. Plaza Shopping Ctr.
09-148	LA 1 (Youree Dr.)	LSU-S Dr.
09-149	LA 511 (W. 70th St.)	LA 526 (Bert Kouns Industrial Loop)
09-151	LA 3049 (Grimmett Dr.)	Freestate Blvd.



TSI	Major Route	Minor Route
09-154	LA 523 (Line Ave.)	East 79th St./ Hoover Dr.
09-155	LA 3094 (N. Hearne Ave.)	Aero Dr.
09-156	US 171 (Mansfield Rd.)	LA 525 (Colquitt Rd.)
09-157	US 71	LA 538 (Old Mooring Sport Rd.)
09-158	LA 3194 (Martin Luther King, Jr.Dr.)	David Raines Rd.
09-159	I-20	Monkhouse Dr. Ramps
09-162	LA 1, US 71 (N. Market St.)	Nelson St.
09-164	LA 526 (Bert Kouns Industrial Loop)	Kingston Rd.
09-165	LA 1 (Youree Dr.)	LA 526 (Bert Kouns Industrial Loop)
09-166	LA 526 (Bert Kouns Industrial Loop)	Linwood Ave.
09-167	LA 526 (Bert Kouns Industrial Loop)	LA 3132 (Inner Loop Exp.)
09-168	LA 526 (Bert Kouns Industrial Loop)	St. Vincent Ave. & Wallace Lake Rd.
09-169	LA 523 (Ellerbe Rd.)	LA 3132 (Inner Loop) EB Ramps
09-170	LA 3132 (Inner Loop)	Linwood Ave.
09-173	LA 3094 (Hearne Ave.)	Lakeshore Dr.
09-174	LA 3094 (Hearne Ave.)	W. College
09-175	LA 3094 (Hearne Ave.)	Catherine
09-176	US 79/80 (Common St.)	Crockett St.
09-177	US 171 (Mansfield Rd.)	Southside Dr.
09-178	US 79/80 (Greenwood Rd.)	Pines Rd.
09-179	LA 3032 (Shreveport-Barksdale Hwy.)	Dee St.
09-180	LA 526 (Bert Kouns Industrial Loop)	Baird Rd.
09-181	LA 526 (Bert Kouns Industrial Loop)	Blom Blvd.
09-182	LA 511 (W. 70th St.)	Pines Rd.
09-183	LA 526 (Bert Kouns Industrial Loop)	E. Kings Hwy.
09-184	LA 511 (E.70th St.)	LA 526 (Bert Kouns Industrial Loop)/Dixie Garden Dr.
09-187	US 171 (Mansfield Rd.)	LA 3132 EB Ramps
09-190	LA 526 (Bert Kouns Industrial Loop)	Buncombe Rd.
09-191	LA 511 (E. 70th St.)	University Dr.
09-194	LA 173 (Ford St.)	Allen Ave.
09-195	LA 173 (Ford St.)	Pierre Ave.
09-196	LA 173 (Ford St.)	Dale Ave.
09-197	LA 173 (Ford St.)	Holzman Ave.
09-198	US 171 (Mansfield Rd.)	Hoyte Dr. (West) South Junction
09-201	I-220	LA 3231 (Jefferson Paige Rd.)
09-203	LA 173(Shreveport-Blanchard Hwy)	LA3194 (MartinLutherKingDr.)
09-207	LA 526 (Bert Kouns Industrial Loop)	Millicent Way
09-209	LA 526 (Bert Kouns Industrial Loop)	Dean Rd.
09-210	I-20 (Westbound Ramps)	Pines Rd.
09-211	I-20 (Eastbound Ramps)	Pines Rd.
09-212	Pines Road	South Frontage Road
09-213	US 79/80 (Greenwood Rd.)	Albert L. Bicknell Dr. (formerly Virginia Ave.)
09-217	I-49 Ramps	LA 526 (Bert Kouns Industrial Loop)



TSI	Major Route	Minor Route
09-224	I-49	Kings Hwy.
09-226	LA 525 (Colquitt Rd.)	Dean Rd./Ardis Taylor Dr.
09-228	LA 3094 (Hearne Ave.)	Murphy St.
09-231	LA 3194 (Martin Luther King, Jr. Dr.)	Russell Road
09-232	LA 1 (Youree Dr.)	Stratmore Dr.
09-233	LA 511 (W. 70th Street)	Union Street
09-234	LA 3132 (Inner Loop) (North Ramps	Jewella Ave.
09-235	LA 3132 (Inner Loop) (South Ramps)	Jewella Ave.
09-236	LA 3132 (Inner Loop) (North Ramps)	Walker Rd.
09-237	LA 3132 (Inner Loop) (South Ramps)	Walker Rd.
09-238	LA 3132 (Inner Loop) (East Ramps)	LA 511 (W. 70th Street)
09-239	LA 3132 (Inner Loop) (West Ramps)	LA 511 (W. 70th Street)
09-240	LA 1, US 71 (N. Market St.)	I-220
09-241	LA 526 (Bert Kouns Industrial Loop)	Flournoy Lucas Rd.
09-243	LA 525 (Colquitt Road)	Walker Road
09-244	LA 1 (Youree Dr.)	Carroll St.
09-245	LA 3049 (Grimmett Dr.) & Barton Dr./Wells Island Rd.	LA 3049 (Grimmett Dr.) & Barton Dr./Wells Island Rd.
09-246	LA 526 (Bert Kouns Industrial Loop) & Woolworth Road	LA 526 (Bert Kouns Industrial Loop) & Woolworth Road
09-248	LA 526 (Bert Kouns Industrial Loop) & Business Park Dr. Sugarland Dr.	LA 526 (Bert Kouns Industrial Loop) & Business Park Dr. Sugarland Dr.
09-249	LA 511 (W. 70th Street)@	Canal
09-250	LA 1 (Market St. & Spring St.)	LA 1 (Market St. & Spring St.)
09-251	LA 173 (Hilry Huckaby III Ave	David Raines Rd.
09-254	US 171 (Mansfield Road)	Meriwether
09-255	I-20	Fairfield W.B. OFF Ramp
09-256	US 171 (Mansfield Road)	Lola Lane
09-257	US 171 (Mansfield Road)	Alkay
09-258	1-49 (SB RAMPS)	LA 511 (W. 70th Street)
09-259	I-49	Hollywood/Pierremont
09-260	LA 1 (Youree Drive)	LA 523 (Flournoy Lucas Road)
09-261	LA 526 (Bert Kouns Industrial Loop)	Wal-Mart Super Center
09-263	LA 1 (Youree Drive) & Bayou Walk	LA 1 (Youree Drive) & Bayou Walk
09-264	LA 511 (E. 70th Street) & Fern	LA 511 (E. 70th Street) & Fern
09-265	LA 526 (Bert Kouns Industrial Loop) & Fern	LA 526 (Bert Kouns Industrial Loop) & Fern
09-266	LA 526 (Bert Kouns Industrial Loop) & Metroplex (Home Depot)	LA 526 (Bert Kouns Industrial Loop) & Metroplex (Home Depot)
09-267	LA 1 (Youree Drive) & Sophia	LA 1 (Youree Drive) & Sophia
09-269	US 171 (Mansfield Road) & Walmart Drive	US 171 (Mansfield Road) & Walmart Drive
09-270	I-220 Eastbound Ramps	LA 173 (Hilry Huckaby III Ave.)
09-271	I-220 Westbound Ramps	LA 173 (Hilry Huckaby III Ave.)





TSI	Major Route	Minor Route
09-272	LA 1 (Youree Drive)	University Place entrance (Target Super Center)
09-273	LA 1 ( Youree Drive)	Sam's Club
09-274	LA 511 (E. 70th Street)	Super Target Driveway
09-276	LA 523 (Line Ave)	Dumbarton
09-278	LA 523 (Line Ave)	Ashley Ridge
09-279	US 171 (Mansfield Road)	Ardis Taylor
09-280	LA 523 (Flournoy Lucas Road)	LA 3132 (Inner Loop)
09-281	LA 3132 (Inner Loop) WB Ramps	LA 523
09-282	US 171 (Mansfield Road)	WB LA 3132 Ramps
09-285	I-49 NB Ramps	LA 511 (W. 70th Street)
09-289	LA 523	Camp Forbing Road





## Appendix F – ITS Services



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
<b>CV001</b>	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	Commercial Vehicle OBE
<b>CV001</b>	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	Drivewyze Management Center
<b>CV009</b>	Freight-Specific Dynamic Travel Planning	This service package provides both pre-trip and en route travel planning, routing, and commercial vehicle related traveler information, which includes information such as truck parking locations and current status. The information will be based on data collected from the commercial fleet as well as general traffic data collection capabilities. The information, both real time and static can be provided directly to fleet managers, to mobile devices used by commercial vehicle operators, or directly to in vehicle systems as commercial vehicles approach roadway exits with key facilities such as parking. The service package can also provide oversize/ overweight permit information to commercial managers.	Planned	Drivewyze Management Center
<b>DM01</b>	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.	Existing	Bossier City Traffic Operations



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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.	Existing	DOTD District 04 Traffic Data Archive
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.	Existing	DOTD Statewide 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.	Existing	NLCOG Database



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
<b>DM01</b>	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.	Existing	Shreveport Area Transit Archive
<b>MC05</b>	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 District 04 Traffic Operations
<b>MC05</b>	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 Field Equipment
<b>MC05</b>	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
<b>MC05</b>	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 MAP



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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 Social Media
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 Statewide 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	Louisiana 511/Website
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	LSP Troop G
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	Shreveport/Bossier City Regional TMC



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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.	Existing	DOTD District 04 Traffic Operations
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.	Existing	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.	Existing	DOTD MAP
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.	Existing	DOTD Social Media



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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.	Existing	DOTD Statewide 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.	Existing	Local Print and Broadcast Channels
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.	Existing	Louisiana 511/Website
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.	Existing	LSP Troop G



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
<b>MC06</b>	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.	Existing	Shreveport/Bossier City Regional TMC
<b>MC07</b>	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).	Existing	DOTD ITS Field Equipment
<b>MC07</b>	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).	Existing	DOTD Statewide TMC
<b>MC07</b>	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).	Existing	Shreveport/Bossier City Regional TMC
<b>MC08</b>	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.	Existing	Bossier City Traffic Operations
<b>MC08</b>	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.	Existing	City of Shreveport Traffic Engineering
<b>MC08</b>	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.	Existing	DOTD District 04 Traffic Operations
<b>MC08</b>	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.	Existing	DOTD ITS Section





Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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.	Existing	DOTD MAP
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.	Existing	DOTD Statewide 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.	Existing	Shreveport/Bossier City Regional TMC
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 District 04 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	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 Statewide TMC
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	Shreveport/Bossier City Regional TMC



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		for vertical acceleration data and other probe data that may be used to determine current pavement condition.		
<b>PS01</b>	<b>Emergency Call-Taking and Dispatch</b>	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	Bossier Parish Communications District 911
<b>PS01</b>	<b>Emergency Call-Taking and Dispatch</b>	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	Caddo Parish Communications District 911/Emergency Management Agencies
<b>PS01</b>	<b>Emergency Call-Taking and Dispatch</b>	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 Sheriffs Departments



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	LSP Troop G
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	Bossier Parish Communications District 911
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	Caddo Parish Communications District 911/Emergency Management Agencies
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	City of Shreveport Police 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	DOTD District 04 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	DOTD MAP
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 Statewide 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	Local Emergency Medical



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	Local Emergency Operations Centers
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 Public Safety Agencies
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 Sheriffs Departments
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 G



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	Shreveport/Bossier City Regional 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	Bossier City 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	Bossier Parish Communications District 911
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	Caddo Parish Communications District 911/Emergency Management 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	DOTD District 04 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	Existing	Local Sheriffs Departments



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		transition back to normal traffic signal operations after providing emergency vehicle preemption.		
<b>PS03</b>	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	LSP Troop G
<b>PS08</b>	Roadway Service Patrols	This service package supports roadway service patrol vehicles that monitor roads and aid motorists, offering rapid response to minor incidents (flat tire, accidents, out of gas) to minimize disruption to the traffic stream. If problems are detected, the roadway service patrol vehicles will provide assistance to the motorist (e.g., push a vehicle to the shoulder or median). The service package monitors service patrol vehicle locations and supports vehicle dispatch to identified incident locations. Incident information collected by the service patrol is shared with traffic, maintenance and construction, and traveler information systems.	Existing	Bossier Parish Communications District 911
<b>PS08</b>	Roadway Service Patrols	This service package supports roadway service patrol vehicles that monitor roads and aid motorists, offering rapid response to minor incidents (flat tire, accidents, out of gas) to minimize disruption to the traffic stream. If problems are detected, the roadway service patrol vehicles will provide assistance to the motorist (e.g., push a vehicle to the shoulder or median). The service package monitors service patrol vehicle locations and supports vehicle dispatch to identified incident locations. Incident information collected by the service patrol is shared with traffic, maintenance and construction, and traveler information systems.	Existing	Caddo Parish Communications District 911/Emergency Management Agencies
<b>PS08</b>	Roadway Service Patrols	This service package supports roadway service patrol vehicles that monitor roads and aid motorists, offering rapid response to minor incidents (flat tire, accidents, out of gas) to minimize disruption to the traffic stream. If problems are detected, the roadway service patrol vehicles will provide assistance to the motorist (e.g., push a vehicle to the shoulder or median). The service package monitors service patrol vehicle locations and supports vehicle dispatch to identified incident locations. Incident information collected by the service patrol is shared with traffic, maintenance and construction, and traveler information systems.	Existing	DOTD MAP
<b>PS08</b>	Roadway Service Patrols	This service package supports roadway service patrol vehicles that monitor roads and aid motorists, offering rapid response to minor incidents (flat tire, accidents, out of gas) to minimize disruption to the traffic stream. If problems are detected, the roadway service patrol vehicles will provide assistance to the motorist (e.g., push a vehicle to the shoulder or median). The service package monitors service patrol vehicle locations and supports vehicle dispatch to identified incident locations. Incident information collected by the service patrol is shared with traffic, maintenance and construction, and traveler information systems.	Existing	DOTD Statewide TMC





Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS08	Roadway Service Patrols	This service package supports roadway service patrol vehicles that monitor roads and aid motorists, offering rapid response to minor incidents (flat tire, accidents, out of gas) to minimize disruption to the traffic stream. If problems are detected, the roadway service patrol vehicles will provide assistance to the motorist (e.g., push a vehicle to the shoulder or median). The service package monitors service patrol vehicle locations and supports vehicle dispatch to identified incident locations. Incident information collected by the service patrol is shared with traffic, maintenance and construction, and traveler information systems.	Existing	Shreveport/Bossier City Regional 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.	Existing	Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)
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	Existing	DOTD District 04 Traffic Operations





Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		transportation infrastructure. Safeguard systems include blast shields, exhaust systems and other automated and remotely controlled systems that mitigate impact of an incident.		
<b>PS09</b>	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.	Existing	DOTD ITS Field Equipment
<b>PS09</b>	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	Existing	DOTD Statewide TMC



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		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.		
<b>PS09</b>	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.	Existing	Local Public Safety Agencies
<b>PS09</b>	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	Existing	Shreveport Airports



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		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.		
<b>PS09</b>	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.	Existing	Shreveport/Bossier City Regional TMC
<b>PS10</b>	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	Existing	Bossier Parish Communications District 911



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		using ITS technologies such as dynamic message signs, highway advisory radios, in-vehicle displays, transit displays, 511 traveler information systems, and traveler information websites.		
<b>PS10</b>	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	Caddo Parish Communications District 911/Emergency Management Agencies
<b>PS10</b>	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	Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)



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	DOTD District 04 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	DOTD ITS Field Equipment
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 Social Media



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	Local Emergency Medical
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 Emergency Operations Centers
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



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	LSP Troop G
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	Shreveport/Bossier City Regional 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.	Existing	Bossier Parish Communications District 911
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	Existing	Caddo Parish Communications District 911/Emergency



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.		Management Agencies
<b>PS11</b>	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.	Existing	Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)
<b>PS11</b>	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.	Existing	City of Shreveport Police Department
<b>PS11</b>	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.	Existing	City of Shreveport Traffic Engineering
<b>PS11</b>	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.	Existing	DOTD District 04 Traffic Operations
<b>PS11</b>	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.	Existing	DOTD Statewide TMC





Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.		
<b>PS11</b>	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.	Existing	Local Emergency Operations Centers
<b>PS11</b>	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.	Existing	Local Public Safety Agencies
<b>PS11</b>	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.	Existing	Local Sheriffs Departments
<b>PS11</b>	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.	Existing	LSP Troop G
<b>PS11</b>	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.	Existing	Shreveport Airports



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.		
<b>PS11</b>	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.	Existing	Shreveport Area Transit System
<b>PS11</b>	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.	Existing	Shreveport/Bossier City Regional TMC



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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</p>	Existing	Caddo Parish Communications District 911/Emergency Management Agencies



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		<p>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>		



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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</p>	Existing	DOTD District 04 Traffic Operations



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		<p>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>		



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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</p>	Existing	DOTD ITS Section



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		<p>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>		





Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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</p>	Existing	DOTD MAP



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		<p>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>		



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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</p>	Existing	DOTD Statewide TMC



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		<p>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>		



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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</p>	Existing	Local Emergency Medical



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		<p>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>		



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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</p>	Existing	Local Emergency Operations Centers



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		<p>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>		





Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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</p>	Existing	Local Public Safety Agencies



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		<p>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>		



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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</p>	Existing	Local Sheriffs Departments



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		<p>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>		



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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</p>	Existing	LSP Troop G



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		<p>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>		



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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</p>	Existing	Shreveport Area Transit System



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		<p>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>		





Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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</p>	Existing	Shreveport/Bossier City Regional TMC



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		<p>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>		



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Bossier City Traffic Operations



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Bossier Parish Communications District 911



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Bossier Parish Police Jury



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Caddo Parish Commission



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Caddo Parish Communications District 911/Emergency Management Agencies



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)





Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	City of Shreveport Police Department



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	City of Shreveport Traffic Engineering



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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 District 04 Traffic Operations



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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 MAP



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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 Social Media



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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 Statewide TMC



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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 Emergency Medical





Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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 Emergency Operations Centers



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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 Channels



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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 Public Safety Agencies



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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 Sheriffs Departments



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Louisiana 511/Website



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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 G



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Private Traveler Information Systems



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Shreveport Area Transit System





Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Shreveport/Bossier City Regional TMC



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Bossier Parish Communications District 911



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Caddo Parish Communications District 911/Emergency Management Agencies



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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 Statewide TMC



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Local Emergency Medical



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Local Emergency Operations Centers





Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Local Print and Broadcast Channels



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Local Public Safety Agencies



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Local Sheriffs Departments



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Louisiana 511/Website



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	LSP Troop G



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Shreveport Area Transit System



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Shreveport/Bossier City Regional TMC





Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
<b>PT01</b>	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.	Existing	Shreveport Area Transit System
<b>PT02</b>	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	Shreveport Area Transit System
<b>PT03</b>	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.	Existing	Shreveport Area Transit System
<b>PT04</b>	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).	Existing	Shreveport Area Transit System
<b>PT05</b>	Transit Security	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).	Existing	Caddo Parish Communications District 911/Emergency Management Agencies



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		<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	Shreveport Area Transit System

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Shreveport Area Transit System
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.	Existing	Shreveport Area Transit System
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
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	Shreveport Area Transit 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	Bossier City 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	DOTD District 04 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	DOTD ITS Field Equipment



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Shreveport Area Transit 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	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.	Existing	Shreveport Airports
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.	Existing	Shreveport Area Transit System
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	DOTD EV Management
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 Charging Station



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
<b>SU03</b>	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.	Existing	Bossier City Traffic Operations
<b>SU03</b>	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.	Existing	Bossier Parish Communications District 911
<b>SU03</b>	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.	Existing	Caddo Parish Communications District 911/Emergency Management Agencies
<b>SU03</b>	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.	Existing	City of Shreveport Police Department
<b>SU03</b>	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.	Existing	DOTD District 04 Traffic Operations
<b>SU03</b>	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.	Existing	DOTD ITS Section



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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.	Existing	DOTD MAP
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.	Existing	DOTD Statewide TMC
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.	Existing	Local Emergency Operations Centers
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.	Existing	LSP Troop G
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.	Existing	Shreveport Area Transit System



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
<b>T101</b>	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
<b>T101</b>	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 Channels



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
<b>T101</b>	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
<b>T101</b>	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





Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
<b>T101</b>	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	Private Traveler Information Systems
<b>T101</b>	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	Shreveport Area Transit System

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
<b>T101</b>	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	Shreveport/Bossier City Regional TMC
<b>T102</b>	Personalized Traveler Information	<p>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.</p>	Existing	DOTD Social Media
<b>T102</b>	Personalized Traveler Information	<p>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.</p>	Existing	Louisiana 511/Website



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
<b>T102</b>	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.	Existing	Personal Devices
<b>T102</b>	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.	Existing	Private Traveler Information Systems
<b>TM01</b>	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	Bossier City Traffic Operations
<b>TM01</b>	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	Existing	City of Shreveport Police Department



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		development and long range planning. The collected data can also be analyzed and made available to users and the Traveler Information Center physical object.		
<b>TM01</b>	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	City of Shreveport Traffic Engineering
<b>TM01</b>	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 District 04 Traffic Operations
<b>TM01</b>	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
<b>TM01</b>	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 MAP



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		development and long range planning. The collected data can also be analyzed and made available to users and the Traveler Information Center physical object.		
<b>TM01</b>	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 Social Media
<b>TM01</b>	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 Statewide TMC
<b>TM01</b>	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	LSP Troop G
<b>TM01</b>	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	Shreveport/Bossier City Regional TMC



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		development and long range planning. The collected data can also be analyzed and made available to users and the Traveler Information Center physical object.		
<b>TM03</b>	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	Bossier City Traffic Operations
<b>TM03</b>	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	Bossier City Traffic Signal System
<b>TM03</b>	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	City of Shreveport Traffic Engineering



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 District 04 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 District 04 Traffic Signal System
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	Shreveport Traffic Signal System



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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 ITS Field Equipment
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 Social Media
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 Statewide TMC





Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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 Channels
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
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	Shreveport/Bossier City Regional TMC



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Bossier City 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	City of Shreveport Police Department
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	City of Shreveport Traffic Engineering



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		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.		
<b>TM07</b>	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 District 04 Traffic Operations
<b>TM07</b>	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 MAP



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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 Statewide 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	LSP Troop G
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	Shreveport/Bossier City Regional TMC



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		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.		
<b>TM08</b>	<b>Traffic Incident Management System</b>	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	Bossier City Traffic Operations



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	Bossier Parish Communications District 911
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	Existing	Caddo Parish Communications District 911/Emergency Management Agencies



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		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.		
<b>TM08</b>	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	City of Shreveport 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	City of Shreveport Traffic Engineering
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	Existing	DOTD District 04 Traffic Operations





Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		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.		
<b>TM08</b>	<b>Traffic Incident Management System</b>	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 District 04 Traffic Signal System



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	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	Existing	DOTD MAP



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		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.		
<b>TM08</b>	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



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	DOTD Statewide TMC
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	Existing	Local Emergency Medical



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		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.		
<b>TM08</b>	<b>Traffic Incident Management System</b>	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 Emergency Operations Centers



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	Local Print and Broadcast Channels
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	Existing	Local Public Safety Agencies



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		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.		
<b>TM08</b>	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 Sheriffs Departments



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	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	Existing	LSP Troop G





Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		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.		
<b>TM08</b>	<b>Traffic Incident Management System</b>	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	Shreveport Traffic Signal System



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
TM08	Traffic Incident Management System	<p>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.</p>	Existing	Shreveport/Bossier City Regional TMC
TM17	Speed Warning and Enforcement	<p>This service package monitors vehicle speeds and supports warning drivers when their speed is excessive. Also the service includes notifications to an enforcement agency to enforce the speed limit of the roadway. Speed monitoring can be made via spot speed or average speed measurements. Roadside equipment can display the speed of passing vehicles and/or suggest a safe driving speed. Environmental conditions and vehicle characteristics may be monitored and factored into the safe speed advisories that are provided to the motorist. For example, warnings can be generated recognizing the limitations of a given vehicle for the geometry of the roadway such as rollover risk for tall vehicles.</p> <p>This service focuses on monitoring of vehicle speeds and enforcement of the speed limit while the variable speed limits service (covered in TM20-Variable Speed Limits service package) focuses on varying the posted speed limits to create more uniform speeds along a roadway, to promote safer driving during adverse conditions (such as fog) and/or to reduce air pollution.</p>	Planned	City of Shreveport Police Department



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
TM17	Speed Warning and Enforcement	<p>This service package monitors vehicle speeds and supports warning drivers when their speed is excessive. Also the service includes notifications to an enforcement agency to enforce the speed limit of the roadway. Speed monitoring can be made via spot speed or average speed measurements. Roadside equipment can display the speed of passing vehicles and/or suggest a safe driving speed. Environmental conditions and vehicle characteristics may be monitored and factored into the safe speed advisories that are provided to the motorist. For example, warnings can be generated recognizing the limitations of a given vehicle for the geometry of the roadway such as rollover risk for tall vehicles.</p> <p>This service focuses on monitoring of vehicle speeds and enforcement of the speed limit while the variable speed limits service (covered in TM20-Variable Speed Limits service package) focuses on varying the posted speed limits to create more uniform speeds along a roadway, to promote safer driving during adverse conditions (such as fog) and/or to reduce air pollution.</p>	Planned	City of Shreveport School Zone Field Equipment
TM17	Speed Warning and Enforcement	<p>This service package monitors vehicle speeds and supports warning drivers when their speed is excessive. Also the service includes notifications to an enforcement agency to enforce the speed limit of the roadway. Speed monitoring can be made via spot speed or average speed measurements. Roadside equipment can display the speed of passing vehicles and/or suggest a safe driving speed. Environmental conditions and vehicle characteristics may be monitored and factored into the safe speed advisories that are provided to the motorist. For example, warnings can be generated recognizing the limitations of a given vehicle for the geometry of the roadway such as rollover risk for tall vehicles.</p> <p>This service focuses on monitoring of vehicle speeds and enforcement of the speed limit while the variable speed limits service (covered in TM20-Variable Speed Limits service package) focuses on varying the posted speed limits to create more uniform speeds along a roadway, to promote safer driving during adverse conditions (such as fog) and/or to reduce air pollution.</p>	Planned	DOTD ITS Field Equipment
TM17	Speed Warning and Enforcement	<p>This service package monitors vehicle speeds and supports warning drivers when their speed is excessive. Also the service includes notifications to an enforcement agency to enforce the speed limit of the roadway. Speed monitoring can be made via spot speed or average speed measurements. Roadside equipment can display the speed of passing vehicles and/or suggest a safe driving speed. Environmental conditions and vehicle characteristics may be monitored and factored into the safe speed advisories that are provided to the motorist. For example, warnings can be generated recognizing the limitations of a given vehicle for the geometry of the roadway such as rollover risk for tall vehicles.</p>	Planned	DOTD Statewide TMC



Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
		<p>This service focuses on monitoring of vehicle speeds and enforcement of the speed limit while the variable speed limits service (covered in TM20-Variable Speed Limits service package) focuses on varying the posted speed limits to create more uniform speeds along a roadway, to promote safer driving during adverse conditions (such as fog) and/or to reduce air pollution.</p>		
<b>TM17</b>	Speed Warning and Enforcement	<p>This service package monitors vehicle speeds and supports warning drivers when their speed is excessive. Also the service includes notifications to an enforcement agency to enforce the speed limit of the roadway. Speed monitoring can be made via spot speed or average speed measurements. Roadside equipment can display the speed of passing vehicles and/or suggest a safe driving speed. Environmental conditions and vehicle characteristics may be monitored and factored into the safe speed advisories that are provided to the motorist. For example, warnings can be generated recognizing the limitations of a given vehicle for the geometry of the roadway such as rollover risk for tall vehicles.</p> <p>This service focuses on monitoring of vehicle speeds and enforcement of the speed limit while the variable speed limits service (covered in TM20-Variable Speed Limits service package) focuses on varying the posted speed limits to create more uniform speeds along a roadway, to promote safer driving during adverse conditions (such as fog) and/or to reduce air pollution.</p>	Planned	Local Sheriffs Departments
<b>TM17</b>	Speed Warning and Enforcement	<p>This service package monitors vehicle speeds and supports warning drivers when their speed is excessive. Also the service includes notifications to an enforcement agency to enforce the speed limit of the roadway. Speed monitoring can be made via spot speed or average speed measurements. Roadside equipment can display the speed of passing vehicles and/or suggest a safe driving speed. Environmental conditions and vehicle characteristics may be monitored and factored into the safe speed advisories that are provided to the motorist. For example, warnings can be generated recognizing the limitations of a given vehicle for the geometry of the roadway such as rollover risk for tall vehicles.</p> <p>This service focuses on monitoring of vehicle speeds and enforcement of the speed limit while the variable speed limits service (covered in TM20-Variable Speed Limits service package) focuses on varying the posted speed limits to create more uniform speeds along a roadway, to promote safer driving during adverse conditions (such as fog) and/or to reduce air pollution.</p>	Planned	Shreveport/Bossier City Regional TMC





## Appendix G – Operational Concepts



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
<b>Archived Data Systems</b>	The Archived Data Management System for the Shreveport-Bossier City Regional ITS System represents the functions that collect, process, store and utilize transportation data. The data includes volumes, speed, evacuation and incident management data, commercial vehicle operations (CVO) data, public transit, parking, etc. The ATMS logs and store operational inputs and data collected by field devices. The data is stored and used for creating reports for performance measures and meeting federal and state reporting. 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.	Bossier City Traffic Engineering	archive data	Existing
<b>Archived Data Systems</b>	The Archived Data Management System for the Shreveport-Bossier City Regional ITS System represents the functions that collect, process, store and utilize transportation data. The data includes volumes, speed, evacuation and incident management data, commercial vehicle operations (CVO) data, public transit, parking, etc. The ATMS logs and store operational inputs and data collected by field devices. The data is stored and used for creating reports for performance measures and meeting federal and state reporting. 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.	Bossier Parish	archive data	Existing
<b>Archived Data Systems</b>	The Archived Data Management System for the Shreveport-Bossier City Regional ITS System represents the functions that collect, process, store and utilize transportation data. The data includes volumes, speed, evacuation and incident management data, commercial vehicle operations (CVO) data, public transit, parking, etc. The ATMS logs and store operational inputs and data collected by field devices. The data is stored and used for creating reports for performance measures and meeting federal and state reporting. 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.	Caddo Parish 9-1-1	archive data	Existing
<b>Archived Data Systems</b>	The Archived Data Management System for the Shreveport-Bossier City Regional ITS System represents the functions that collect, process, store and utilize transportation data. The data includes volumes, speed, evacuation and incident management data, commercial vehicle operations (CVO) data, public transit, parking, etc. The ATMS logs and store operational inputs and data collected by field devices. The data is stored and used for creating reports for performance measures and meeting federal and state reporting. 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.	Caddo Parish Sheriffs office	archive data	Existing
<b>Archived Data Systems</b>	The Archived Data Management System for the Shreveport-Bossier City Regional ITS System represents the functions that collect, process, store and utilize transportation data. The data includes volumes, speed, evacuation and incident management data, commercial vehicle operations (CVO) data, public transit, parking, etc. The ATMS logs and store operational inputs and data collected by field devices. The data is stored and used for creating reports for performance measures and meeting federal and state reporting. 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	archive data	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
<b>Archived Data Systems</b>	The Archived Data Management System for the Shreveport-Bossier City Regional ITS System represents the functions that collect, process, store and utilize transportation data. The data includes volumes, speed, evacuation and incident management data, commercial vehicle operations (CVO) data, public transit, parking, etc. The ATMS logs and store operational inputs and data collected by field devices. The data is stored and used for creating reports for performance measures and meeting federal and state reporting. 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.	Local Public Safety Agencies	archive data	Existing
<b>Archived Data Systems</b>	The Archived Data Management System for the Shreveport-Bossier City Regional ITS System represents the functions that collect, process, store and utilize transportation data. The data includes volumes, speed, evacuation and incident management data, commercial vehicle operations (CVO) data, public transit, parking, etc. The ATMS logs and store operational inputs and data collected by field devices. The data is stored and used for creating reports for performance measures and meeting federal and state reporting. 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.	Louisiana State Police (Troop G)	archive data	Existing
<b>Archived Data Systems</b>	The Archived Data Management System for the Shreveport-Bossier City Regional ITS System represents the functions that collect, process, store and utilize transportation data. The data includes volumes, speed, evacuation and incident management data, commercial vehicle operations (CVO) data, public transit, parking, etc. The ATMS logs and store operational inputs and data collected by field devices. The data is stored and used for creating reports for performance measures and meeting federal and state reporting. 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.	Northwest Louisiana Council of Governments (NLCOG)	archive data	Existing
<b>Archived Data Systems</b>	The Archived Data Management System for the Shreveport-Bossier City Regional ITS System represents the functions that collect, process, store and utilize transportation data. The data includes volumes, speed, evacuation and incident management data, commercial vehicle operations (CVO) data, public transit, parking, etc. The ATMS logs and store operational inputs and data collected by field devices. The data is stored and used for creating reports for performance measures and meeting federal and state reporting. 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.	Shreveport Airport Authority	archive data	Existing
<b>Archived Data Systems</b>	The Archived Data Management System for the Shreveport-Bossier City Regional ITS System represents the functions that collect, process, store and utilize transportation data. The data includes volumes, speed, evacuation and incident management data, commercial vehicle operations (CVO) data, public transit, parking, etc. The ATMS logs and store operational inputs and data collected by field devices. The data is stored and used for creating reports for performance measures and meeting federal and state reporting. 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.	Shreveport Metropolitan Planning Commission	archive data	Existing





RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Bossier City Traffic Engineering	Incident Planning	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Bossier City Traffic Engineering	Emergency Planning	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Bossier City Traffic Engineering	Traffic control	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Bossier Parish	emergency planning	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Bossier Parish	resource allocation	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Bossier Parish Police Jury	emergency coordination	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Bossier Parish Police Jury	emergency planning	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Bossier Parish Police Jury	resource allocation	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Caddo Parish	emergency coordination	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Caddo Parish	emergency planning	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Caddo Parish 9-1-1	Incident alert and notification	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Caddo Parish 9-1-1	incident command coordination	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Caddo Parish Commission	emergency planning	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Caddo Parish Commission	emergency coordination	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Caddo Parish Sheriffs office	Emergency Planning	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Caddo Parish Sheriffs office	Emergency response	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	LADOTD	Emergency Planning	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	LADOTD	Emergency monitoring	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	LADOTD	Emergency response	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	LADOTD	resource allocation	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Local Emergency Medical Providers	Emergency Planning	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Local Emergency Medical Providers	Emergency response	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Local Public Safety Agencies	Emergency Planning	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Local Public Safety Agencies	Emergency Response	Existing





RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Louisiana Office of Homeland Security and Emergency Preparedness (LOHSEP)	emergency planning	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Louisiana Office of Homeland Security and Emergency Preparedness (LOHSEP)	emergency coordination	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Louisiana Office of Homeland Security and Emergency Preparedness (LOHSEP)	resource allocation	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Louisiana State Police (Troop G)	Emergency Planning	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Louisiana State Police (Troop G)	Emergency Response	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Public	Emergency reporting	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Shreveport Area Transit System	Emergency Planning	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Shreveport Area Transit System	Emergency Notification	Existing





RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Shreveport Area Transit System	Emergency Response	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Shreveport Area Transit System	resource allocation	Existing
<b>Emergency Management</b>	The Governor's Office of Homeland Security and Emergency Preparedness coordinates with local, regional, state and federal emergency management agencies and other public safety agencies to manage all emergencies. The transportation infrastructure, especially the highway system, is a key asset that is used for evacuation and the ITS infrastructure provides critical support for these organizations by providing real-time information on the system status, measuring traffic flow and volumes and helping assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinate with LADOTD and other stakeholders to develop evacuation plans and implement strategies and technologies to facilitate emergency evacuation. Public transit providers will provide buses to facilitate evacuation for residents with mobility needs.	Tourism and Traveler Information Service Providers	Emergency Notification	Existing
<b>Freeway Management</b>	Freeway management is the primary responsibility of LADOTD. LADOTD monitors ITS field devices for detection and surveillance systems, control roadside infrastructure for en-route traveler information and other traveler information systems. LADOTD is responsible for traffic engineering and freeway management and detour route analysis to support mobility during normal operations and emergencies including major incidents. LADOTD processes any incident information and assesses the impact on a region-wide level and provides incident management and coordination with other public safety agencies.	LADOTD	Incident identification, verification and clearance	Existing
<b>Freeway Management</b>	Freeway management is the primary responsibility of LADOTD. LADOTD monitors ITS field devices for detection and surveillance systems, control roadside infrastructure for en-route traveler information and other traveler information systems. LADOTD is	LADOTD	Construction Planning	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
	responsible for traffic engineering and freeway management and detour route analysis to support mobility during normal operations and emergencies including major incidents. LADOTD processes any incident information and assesses the impact on a region-wide level and provides incident management and coordination with other public safety agencies.			
<b>Freeway Management</b>	Freeway management is the primary responsibility of LADOTD. LADOTD monitors ITS field devices for detection and surveillance systems, control roadside infrastructure for en-route traveler information and other traveler information systems. LADOTD is responsible for traffic engineering and freeway management and detour route analysis to support mobility during normal operations and emergencies including major incidents. LADOTD processes any incident information and assesses the impact on a region-wide level and provides incident management and coordination with other public safety agencies.	LADOTD	Incident response planning	Existing
<b>Freeway Management</b>	Freeway management is the primary responsibility of LADOTD. LADOTD monitors ITS field devices for detection and surveillance systems, control roadside infrastructure for en-route traveler information and other traveler information systems. LADOTD is responsible for traffic engineering and freeway management and detour route analysis to support mobility during normal operations and emergencies including major incidents. LADOTD processes any incident information and assesses the impact on a region-wide level and provides incident management and coordination with other public safety agencies.	LADOTD	Incident response support	Existing
<b>Freeway Management</b>	Freeway management is the primary responsibility of LADOTD. LADOTD monitors ITS field devices for detection and surveillance systems, control roadside infrastructure for en-route traveler information and other traveler information systems. LADOTD is responsible for traffic engineering and freeway management and detour route analysis to support mobility during normal operations and emergencies including major incidents. LADOTD processes any incident information and assesses the impact on a region-wide level and provides incident management and coordination with other public safety agencies.	LADOTD	Emergency Planning	Existing
<b>Freeway Management</b>	Freeway management is the primary responsibility of LADOTD. LADOTD monitors ITS field devices for detection and surveillance systems, control roadside infrastructure for en-route traveler information and other traveler information systems. LADOTD is responsible for traffic engineering and freeway management and detour route analysis to support mobility during normal operations and emergencies including major incidents. LADOTD processes any incident information and assesses the impact on a region-wide level and provides incident management and coordination with other public safety agencies.	LADOTD	Emergency response	Existing
<b>Freeway Management</b>	Freeway management is the primary responsibility of LADOTD. LADOTD monitors ITS field devices for detection and surveillance systems, control roadside infrastructure for	LADOTD	Freeway Management Planning	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
	en-route traveler information and other traveler information systems. LADOTD is responsible for traffic engineering and freeway management and detour route analysis to support mobility during normal operations and emergencies including major incidents. LADOTD processes any incident information and assesses the impact on a region-wide level and provides incident management and coordination with other public safety agencies.			
<b>Freeway Management</b>	Freeway management is the primary responsibility of LADOTD. LADOTD monitors ITS field devices for detection and surveillance systems, control roadside infrastructure for en-route traveler information and other traveler information systems. LADOTD is responsible for traffic engineering and freeway management and detour route analysis to support mobility during normal operations and emergencies including major incidents. LADOTD processes any incident information and assesses the impact on a region-wide level and provides incident management and coordination with other public safety agencies.	LADOTD	resource allocation	Existing
<b>Freeway Management</b>	Freeway management is the primary responsibility of LADOTD. LADOTD monitors ITS field devices for detection and surveillance systems, control roadside infrastructure for en-route traveler information and other traveler information systems. LADOTD is responsible for traffic engineering and freeway management and detour route analysis to support mobility during normal operations and emergencies including major incidents. LADOTD processes any incident information and assesses the impact on a region-wide level and provides incident management and coordination with other public safety agencies.	Local Emergency Medical Providers	Emergency response	Existing
<b>Freeway Management</b>	Freeway management is the primary responsibility of LADOTD. LADOTD monitors ITS field devices for detection and surveillance systems, control roadside infrastructure for en-route traveler information and other traveler information systems. LADOTD is responsible for traffic engineering and freeway management and detour route analysis to support mobility during normal operations and emergencies including major incidents. LADOTD processes any incident information and assesses the impact on a region-wide level and provides incident management and coordination with other public safety agencies.	Local Emergency Medical Providers	incident response and support	Existing
<b>Freeway Management</b>	Freeway management is the primary responsibility of LADOTD. LADOTD monitors ITS field devices for detection and surveillance systems, control roadside infrastructure for en-route traveler information and other traveler information systems. LADOTD is responsible for traffic engineering and freeway management and detour route analysis to support mobility during normal operations and emergencies including major incidents. LADOTD processes any incident information and assesses the impact on a region-wide level and provides incident management and coordination with other public safety agencies.	Local Public Safety Agencies	Incident response and support	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
<b>Freeway Management</b>	Freeway management is the primary responsibility of LADOTD. LADOTD monitors ITS field devices for detection and surveillance systems, control roadside infrastructure for en-route traveler information and other traveler information systems. LADOTD is responsible for traffic engineering and freeway management and detour route analysis to support mobility during normal operations and emergencies including major incidents. LADOTD processes any incident information and assesses the impact on a region-wide level and provides incident management and coordination with other public safety agencies.	Local Public Safety Agencies	emergency response	Existing
<b>Freeway Management</b>	Freeway management is the primary responsibility of LADOTD. LADOTD monitors ITS field devices for detection and surveillance systems, control roadside infrastructure for en-route traveler information and other traveler information systems. LADOTD is responsible for traffic engineering and freeway management and detour route analysis to support mobility during normal operations and emergencies including major incidents. LADOTD processes any incident information and assesses the impact on a region-wide level and provides incident management and coordination with other public safety agencies.	Louisiana State Police (Troop G)	Incident investigation	Existing
<b>Freeway Management</b>	Freeway management is the primary responsibility of LADOTD. LADOTD monitors ITS field devices for detection and surveillance systems, control roadside infrastructure for en-route traveler information and other traveler information systems. LADOTD is responsible for traffic engineering and freeway management and detour route analysis to support mobility during normal operations and emergencies including major incidents. LADOTD processes any incident information and assesses the impact on a region-wide level and provides incident management and coordination with other public safety agencies.	Louisiana State Police (Troop G)	Incident response	Existing
<b>Freeway Management</b>	Freeway management is the primary responsibility of LADOTD. LADOTD monitors ITS field devices for detection and surveillance systems, control roadside infrastructure for en-route traveler information and other traveler information systems. LADOTD is responsible for traffic engineering and freeway management and detour route analysis to support mobility during normal operations and emergencies including major incidents. LADOTD processes any incident information and assesses the impact on a region-wide level and provides incident management and coordination with other public safety agencies.	Louisiana State Police (Troop G)	Incident Planning	Existing
<b>Freeway Management</b>	Freeway management is the primary responsibility of LADOTD. LADOTD monitors ITS field devices for detection and surveillance systems, control roadside infrastructure for en-route traveler information and other traveler information systems. LADOTD is responsible for traffic engineering and freeway management and detour route analysis to support mobility during normal operations and emergencies including major incidents. LADOTD processes any incident information and assesses the impact on a region-wide level and provides incident management and coordination with other public safety agencies.	Louisiana State Police (Troop G)	Construction workzone violation enforcement	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
	region-wide level and provides incident management and coordination with other public safety agencies.			
<b>Freeway Management</b>	Freeway management is the primary responsibility of LADOTD. LADOTD monitors ITS field devices for detection and surveillance systems, control roadside infrastructure for en-route traveler information and other traveler information systems. LADOTD is responsible for traffic engineering and freeway management and detour route analysis to support mobility during normal operations and emergencies including major incidents. LADOTD processes any incident information and assesses the impact on a region-wide level and provides incident management and coordination with other public safety agencies.	Media	Motorist information	Existing
<b>Incident Management</b>	The incident management subsystem is activated once an incident is reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	Bossier City Traffic Engineering	Incident Response	Existing
<b>Incident Management</b>	The incident management subsystem is activated once an incident is reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	Bossier City Traffic Engineering	Incident Planning	Existing
<b>Incident Management</b>	The incident management subsystem is activated once an incident is reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location,	Bossier City Traffic Engineering	Incident reporting	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
	incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.			
<b>Incident Management</b>	The incident management subsystem is activated once an incident and reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	Bossier City Traffic Engineering	Emergency Planning	Existing
<b>Incident Management</b>	The incident management subsystem is activated once an incident and reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	Bossier City Traffic Engineering	Diversion Planning	Existing
<b>Incident Management</b>	The incident management subsystem is activated once an incident and reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and	Caddo Parish 9-1-1	Incident notification	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
	detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.			
<b>Incident Management</b>	The incident management subsystem is activated once an incident is reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	Caddo Parish 9-1-1	incident command coordination	Existing
<b>Incident Management</b>	The incident management subsystem is activated once an incident is reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	Caddo Parish Sheriffs office	Incident Planning	Existing
<b>Incident Management</b>	The incident management subsystem is activated once an incident is reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	Caddo Parish Sheriffs office	Incident response	Existing
<b>Incident Management</b>	The incident management subsystem is activated once an incident is reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	LADOTD	Incident identification, verification and clearance	Existing





RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
	incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.			
<b>Incident Management</b>	The incident management subsystem is activated once an incident is reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	LADOTD	Incident response planning	Existing
<b>Incident Management</b>	The incident management subsystem is activated once an incident is reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	LADOTD	Incident response support	Existing
<b>Incident Management</b>	The incident management subsystem is activated once an incident is reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance	LADOTD	Collect and archive incident data	Existing





RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
	support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.			
<b>Incident Management</b>	The incident management subsystem is activated once an incident is reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	LADOTD	resource allocation	Existing
<b>Incident Management</b>	The incident management subsystem is activated once an incident is reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	LADOTD	MAP dispatch	Existing
<b>Incident Management</b>	The incident management subsystem is activated once an incident is reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	LADOTD	congestion management	Existing
<b>Incident Management</b>	The incident management subsystem is activated once an incident is reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	Local Emergency Medical Providers	Emergency Planning	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
	describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.			
<b>Incident Management</b>	The incident management subsystem is activated once an incident and reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	Local Emergency Medical Providers	Emergency response	Existing
<b>Incident Management</b>	The incident management subsystem is activated once an incident and reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	Local Emergency Medical Providers	incident response and support	Existing
<b>Incident Management</b>	The incident management subsystem is activated once an incident and reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and	Local Public Safety Agencies	incident response	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
	restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.			
<b>Incident Management</b>	The incident management subsystem is activated once an incident and reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	Local Public Safety Agencies	resource allocation	Existing
<b>Incident Management</b>	The incident management subsystem is activated once an incident and reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	Local Railroad	Incident response	Existing
<b>Incident Management</b>	The incident management subsystem is activated once an incident and reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	Local Railroad	Incident reporting	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
<b>Incident Management</b>	The incident management subsystem is activated once an incident is reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	Louisiana State Police (Troop G)	Incident response	Existing
<b>Incident Management</b>	The incident management subsystem is activated once an incident is reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	Louisiana State Police (Troop G)	Incident investigation	Existing
<b>Incident Management</b>	The incident management subsystem is activated once an incident is reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	Louisiana State Police (Troop G)	Incident Planning	Existing
<b>Incident Management</b>	The incident management subsystem is activated once an incident is reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location,	Louisiana State Police (Troop G)	archive data	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
	incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.			
<b>Incident Management</b>	The incident management subsystem is activated once an incident and reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	Media	Motorist information	Existing
<b>Incident Management</b>	The incident management subsystem is activated once an incident and reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.	Shreveport Police	incident management	Existing
<b>Incident Management</b>	The incident management subsystem is activated once an incident and reported and verified. The incident may be detected by TMC operator, MAP operator, or called in by the public. The TMC operator using existing CCTV cameras or MAP operator can describe the details of the incident (severity; lanes blocked, HAZMAT, etc.). The incident management system supports operators to manage the incident using predefined incident response plans developed by the stakeholders for the location, incident type, severity and real-time traffic conditions. Louisiana State Police and local police and sheriff's office will help with incident response and coordination. These agencies secure the incident scene and ensure rapid clearance of incident and restoration of normal traffic operations. LADOTD District 04 provides maintenance support where needed. The TMC operator is responsible for traveler information and	Shreveport Police	incident response coordination	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
	detour route information where applicable. The available field devices are used for incident monitoring and evaluating performance of detour route.			
<b>Maintenance and Construction</b>	Maintenance and construction management refers to systems that are used to track roadway maintenance activities including ITS field devices to preserve and maintain the existing transportation system. The maintenance requirements may include activities such as rehabilitation of roadways, debris removal, and management of construction operations.	Bossier City	resource allocation	Existing
<b>Maintenance and Construction</b>	Maintenance and construction management refers to systems that are used to track roadway maintenance activities including ITS field devices to preserve and maintain the existing transportation system. The maintenance requirements may include activities such as rehabilitation of roadways, debris removal, and management of construction operations.	City of Shreveport	resource allocation	Existing
<b>Maintenance and Construction</b>	Maintenance and construction management refers to systems that are used to track roadway maintenance activities including ITS field devices to preserve and maintain the existing transportation system. The maintenance requirements may include activities such as rehabilitation of roadways, debris removal, and management of construction operations.	LADOTD	Construction Monitoring	Existing
<b>Maintenance and Construction</b>	Maintenance and construction management refers to systems that are used to track roadway maintenance activities including ITS field devices to preserve and maintain the existing transportation system. The maintenance requirements may include activities such as rehabilitation of roadways, debris removal, and management of construction operations.	LADOTD	Construction Planning	Existing
<b>Maintenance and Construction</b>	Maintenance and construction management refers to systems that are used to track roadway maintenance activities including ITS field devices to preserve and maintain the existing transportation system. The maintenance requirements may include activities such as rehabilitation of roadways, debris removal, and management of construction operations.	LADOTD	Perform Maintenance	Existing
<b>Maintenance and Construction</b>	Maintenance and construction management refers to systems that are used to track roadway maintenance activities including ITS field devices to preserve and maintain the existing transportation system. The maintenance requirements may include activities such as rehabilitation of roadways, debris removal, and management of construction operations.	Louisiana State Police (Troop G)	Construction workzone violation enforcement	Existing
<b>Maintenance and Construction</b>	Maintenance and construction management refers to systems that are used to track roadway maintenance activities including ITS field devices to preserve and maintain the existing transportation system. The maintenance requirements may include activities such as rehabilitation of roadways, debris removal, and management of construction operations.	Media	Motorist information	Existing
<b>Maintenance and Construction</b>	Maintenance and construction management refers to systems that are used to track roadway maintenance activities including ITS field devices to preserve and maintain the existing transportation system. The maintenance requirements may include activities such as rehabilitation of roadways, debris removal, and management of construction operations.	Northwest Louisiana Council of Governments (NLCOG)	archive data	Existing
<b>Surface Street Management</b>	This refers to surface street networks especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. They include	Bossier City Traffic Engineering	Construction Planning	Existing





RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
	traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.			
<b>Surface Street Management</b>	This refers to surface street networks especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. They include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	Bossier City Traffic Engineering	traffic signal operations	Existing
<b>Surface Street Management</b>	This refers to surface street networks especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. They include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	Caddo Parish 9-1-1	Incident notification	Existing
<b>Surface Street Management</b>	This refers to surface street networks especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. They include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	Caddo Parish 9-1-1	incident reponse coordination	Existing
<b>Surface Street Management</b>	This refers to surface street networks especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. They include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	Caddo Parish Sheriffs office	Incident response	Existing
<b>Surface Street Management</b>	This refers to surface street networks especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. They include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	City of Shreveport	traffic signal operations	Existing
<b>Surface Street Management</b>	This refers to surface street networks especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. They include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	City of Shreveport	construction planning	Existing
<b>Surface Street Management</b>	This refers to surface street networks especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. They include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	LADOTD	Incident response support	Existing
<b>Surface Street Management</b>	This refers to surface street networks especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. They include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	LADOTD	resource allocation	Existing
<b>Surface Street Management</b>	This refers to surface street networks especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. They include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	LADOTD	emergency response support	Existing
<b>Surface Street Management</b>	This refers to surface street networks especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. They include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	LADOTD	traffic signal operations	Existing
<b>Surface Street Management</b>	This refers to surface street networks especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. They include	LADOTD	construction planning	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
	traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.			
<b>Surface Street Management</b>	This refers to surface street networks especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. They include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	Local Emergency Medical Providers	incident response and support	Existing
<b>Surface Street Management</b>	This refers to surface street networks especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. They include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	Local Public Safety Agencies	Incident response and support	Existing
<b>Surface Street Management</b>	This refers to surface street networks especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. They include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	Local Railroad	Incident response	Existing
<b>Surface Street Management</b>	This refers to surface street networks especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. They include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	Louisiana State Police (Troop G)	Incident response	Existing
<b>Surface Street Management</b>	This refers to surface street networks especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. They include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	Media	Motorist information	Existing
<b>Surface Street Management</b>	This refers to surface street networks especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. They include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	Tourism and Traveler Information Service Providers	traveler information	Existing
<b>Sustainable Travel for Shreveport/Bossier City</b>	This area addresses the operation of transportation systems 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 systems from optimizing traffic signals, monitoring vehicle emissions and managing vehicle electric charging stations.	LADOTD	Incident response support	Planned
<b>Sustainable Travel for Shreveport/Bossier City</b>	This area addresses the operation of transportation systems 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 systems from optimizing traffic signals, monitoring vehicle emissions and managing vehicle electric charging stations.	LADOTD	emergency response support	Existing
<b>Sustainable Travel for Shreveport/Bossier City</b>	This area addresses the operation of transportation systems 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 systems from optimizing traffic signals, monitoring vehicle emissions and managing vehicle electric charging stations.	Local Public Safety Agencies	Incident response and support	Planned
<b>Sustainable Travel for Shreveport/Bossier City</b>	This area addresses the operation of transportation systems 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	Local Public Safety Agencies	Emergency Planning	Existing





RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
	transportation systems from optimizing traffic signals, monitoring vehicle emissions and managing vehicle electric charging stations.			
<b>Sustainable Travel for Shreveport/Bossier City</b>	This area addresses the operation of transportation systems 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 systems from optimizing traffic signals, monitoring vehicle emissions and managing vehicle electric charging stations.	Local Public Safety Agencies	Emergency Response	Existing
<b>Sustainable Travel for Shreveport/Bossier City</b>	This area addresses the operation of transportation systems 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 systems from optimizing traffic signals, monitoring vehicle emissions and managing vehicle electric charging stations.	Media	Motorist information	Planned
<b>Transit Services</b>	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 Emergency Medical Providers	incident response and support	Existing
<b>Transit Services</b>	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	Incident response and support	Existing
<b>Transit Services</b>	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	Planned
<b>Transit Services</b>	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	transit user	Existing
<b>Transit Services</b>	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.	Shreveport Area Transit System	planning, operations and management of transit services	Existing
<b>Transit Services</b>	Transit Management System will improve schedule adherence and dissemination of schedule route information to passengers and improve passenger wait time and	Shreveport Area Transit System	ridership information	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
	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.			
<b>Transit Services</b>	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.	Tourism and Traveler Information Service Providers	traveler information	Existing
<b>Traveler Information</b>	Traveler information represents the functions that collects, processes and disseminates transportation information to the traveling public. LADOTD through the 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. LADOTD uses dynamic message signs, social media or the 511 system to broadcast incident information to the public. The media and other information service providers broadcast transportation system information based on information provided by LADOTD. LADOTD provides access to real-time iCCTV cameras feeds to support broadcasts.	LADOTD	incident verification and notification	Existing
<b>Traveler Information</b>	Traveler information represents the functions that collects, processes and disseminates transportation information to the traveling public. LADOTD through the 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. LADOTD uses dynamic message signs, social media or the 511 system to broadcast incident information to the public. The media and other information service providers broadcast transportation system information based on information provided by LADOTD. LADOTD provides access to real-time iCCTV cameras feeds to support broadcasts.	LADOTD	activating traveler information systems	Existing
<b>Traveler Information</b>	Traveler information represents the functions that collects, processes and disseminates transportation information to the traveling public. LADOTD through the 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. LADOTD uses dynamic message signs, social media or the 511 system to broadcast incident information to the public. The media and other information service providers broadcast transportation system information based on information provided by LADOTD. LADOTD provides access to real-time iCCTV cameras feeds to support broadcasts.	Local Public Safety Agencies	incident notification	Existing
<b>Traveler Information</b>	Traveler information represents the functions that collects, processes and disseminates transportation information to the traveling public. LADOTD through the 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. LADOTD uses dynamic message signs, social media or the 511 system to broadcast incident information to the public. The media and other information service providers broadcast transportation system information based on information provided by LADOTD. LADOTD provides access to real-time iCCTV cameras feeds to support broadcasts.	Media	incident reporting	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
	provided by LADOTD. LADOTD provides access to real-time iCCTV cameras feeds to support broadcasts.			
<b>Traveler Information</b>	Traveler information represents the functions that collects, processes and disseminates transportation information to the traveling public. LADOTD through the 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. LADOTD uses dynamic message signs, social media or the 511 system to broadcast incident information to the public. The media and other information service providers broadcast transportation system information based on information provided by LADOTD. LADOTD provides access to real-time iCCTV cameras feeds to support broadcasts.	Public	incident notification	Existing
<b>Traveler Information</b>	Traveler information represents the functions that collects, processes and disseminates transportation information to the traveling public. LADOTD through the 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. LADOTD uses dynamic message signs, social media or the 511 system to broadcast incident information to the public. The media and other information service providers broadcast transportation system information based on information provided by LADOTD. LADOTD provides access to real-time iCCTV cameras feeds to support broadcasts.	Public	end user	Existing
<b>Traveler Information</b>	Traveler information represents the functions that collects, processes and disseminates transportation information to the traveling public. LADOTD through the 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. LADOTD uses dynamic message signs, social media or the 511 system to broadcast incident information to the public. The media and other information service providers broadcast transportation system information based on information provided by LADOTD. LADOTD provides access to real-time iCCTV cameras feeds to support broadcasts.	Shreveport Airport Authority	traveler information	Existing
<b>Traveler Information</b>	Traveler information represents the functions that collects, processes and disseminates transportation information to the traveling public. LADOTD through the 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. LADOTD uses dynamic message signs, social media or the 511 system to broadcast incident information to the public. The media and other information service providers broadcast transportation system information based on information provided by LADOTD. LADOTD provides access to real-time iCCTV cameras feeds to support broadcasts.	Shreveport Area Transit System	traveler information	Existing
<b>Traveler Information</b>	Traveler information represents the functions that collects, processes and disseminates transportation information to the traveling public. LADOTD through the 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. LADOTD uses dynamic message signs, social media or the 511 system to broadcast incident information to the public. The media and other information service providers broadcast transportation system information based on information provided by LADOTD. LADOTD provides access to real-time iCCTV cameras feeds to support broadcasts.	Shreveport Area Transit System	transit schedule information	Existing



RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
	provided by LADOTD. LADOTD provides access to real-time iCCTV cameras feeds to support broadcasts.			
<b>Traveler Information</b>	Traveler information represents the functions that collects, processes and disseminates transportation information to the traveling public. LADOTD through the 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. LADOTD uses dynamic message signs, social media or the 511 system to broadcast incident information to the public. The media and other information service providers broadcast transportation system information based on information provided by LADOTD. LADOTD provides access to real-time iCCTV cameras feeds to support broadcasts.	Tourism and Traveler Information Service Providers	traveler information	Existing



## Appendix H – Functional Requirements



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Bossier City Traffic Operations</b>	TMC Advanced Rail Crossing Management	TMC Advanced Rail Crossing Management' monitors and controls rail crossing traffic control equipment at advanced crossings that provide additional information on approaching trains, detect and report obstructions on the grade crossing, and communicate directly with equipped vehicles approaching the crossing. It remotely monitors and reports the status of the rail crossing equipment and sends control plan updates to the equipment. It also provides enhanced coordination between rail operations and traffic management centers that supports forecast of closure times and durations that may be applied to advanced traffic control strategies or delivered as enhanced traveler information.	The center shall remotely control highway-rail intersection (HRI) equipment located in the field.	Planned
<b>Bossier City Traffic Operations</b>	TMC Advanced Rail Crossing Management	TMC Advanced Rail Crossing Management' monitors and controls rail crossing traffic control equipment at advanced crossings that provide additional information on approaching trains, detect and report obstructions on the grade crossing, and communicate directly with equipped vehicles approaching the crossing. It remotely monitors and reports the status of the rail crossing equipment and sends control plan updates to the equipment. It also provides enhanced coordination between rail operations and traffic management centers that supports forecast of closure times and durations that may be applied to advanced traffic control strategies or delivered as enhanced traveler information.	The center shall accept collect highway-rail intersection (HRI) advisory or alert data from rail operations centers.	Planned
<b>Bossier City Traffic Operations</b>	TMC Advanced Rail Crossing Management	TMC Advanced Rail Crossing Management' monitors and controls rail crossing traffic control equipment at advanced crossings that provide additional information on approaching trains, detect and report obstructions on the grade crossing, and communicate directly with equipped vehicles approaching the crossing. It remotely monitors and reports the status of the rail crossing equipment and sends control plan updates to the equipment. It also provides enhanced coordination between rail operations and traffic management centers that supports forecast of closure times and durations that may be applied to advanced traffic control strategies or delivered as enhanced traveler information.	The center shall implement control plans to coordinate signalized intersections around highway-rail intersections (HRI), under control of center personnel, based on data from sensors and surveillance monitoring traffic conditions, incidents, equipment faults, pedestrian crossings, etc.	Planned
<b>Bossier City Traffic Operations</b>	TMC Advanced Rail Crossing Management	TMC Advanced Rail Crossing Management' monitors and controls rail crossing traffic control equipment at advanced crossings that provide additional information on approaching trains, detect and report obstructions on the grade crossing, and communicate directly with equipped vehicles approaching the crossing. It remotely monitors and reports the status of the rail crossing equipment and sends control plan updates to the equipment. It also provides enhanced coordination between rail operations and traffic management centers that supports forecast of closure times and durations that may be applied to advanced traffic control strategies or delivered as enhanced traveler information.	The center shall collect incident information related to a highway-rail intersection (HRI), such as intersection blockages or crashes or equipment malfunctions.	Planned
<b>Bossier City Traffic Operations</b>	TMC Advanced Rail Crossing Management	TMC Advanced Rail Crossing Management' monitors and controls rail crossing traffic control equipment at advanced crossings that provide	The center shall collect highway-rail intersection (HRI) equipment	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		additional information on approaching trains, detect and report obstructions on the grade crossing, and communicate directly with equipped vehicles approaching the crossing. It remotely monitors and reports the status of the rail crossing equipment and sends control plan updates to the equipment. It also provides enhanced coordination between rail operations and traffic management centers that supports forecast of closure times and durations that may be applied to advanced traffic control strategies or delivered as enhanced traveler information.	operational status and compare against the control information sent by the center.	
<b>Bossier City Traffic Operations</b>	TMC Advanced Rail Crossing Management	TMC Advanced Rail Crossing Management' monitors and controls rail crossing traffic control equipment at advanced crossings that provide additional information on approaching trains, detect and report obstructions on the grade crossing, and communicate directly with equipped vehicles approaching the crossing. It remotely monitors and reports the status of the rail crossing equipment and sends control plan updates to the equipment. It also provides enhanced coordination between rail operations and traffic management centers that supports forecast of closure times and durations that may be applied to advanced traffic control strategies or delivered as enhanced traveler information.	The center shall provide the highway-rail intersection (HRI) equipment operational status to rail operations centers.	Planned
<b>Bossier City Traffic Operations</b>	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.		
<b>Bossier City Traffic Operations</b>	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.		
<b>Bossier City Traffic Operations</b>	TMC Demand Management Coordination	TMC Demand Management Coordination' provides the capability to gather information on regional toll, parking, and transit usage and request changes to pricing and other mechanisms to manage overall transportation demand.		
<b>Bossier City Traffic Operations</b>	TMC Environmental Monitoring	TMC Environmental Monitoring' assimilates current and forecast road conditions and surface weather information using a combination of weather service provider information, information collected by other centers such as the Maintenance and Construction Management Center, data collected from environmental sensors deployed on and about the roadway, and information collected from connected vehicles. The collected environmental information is monitored and presented to the operator. This information can be used to issue general traveler advisories and support location specific warnings to drivers.		
<b>Bossier City Traffic Operations</b>	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		



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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		
<b>Bossier City Traffic Operations</b>	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.		
<b>Bossier City Traffic Operations</b>	TMC Multi-Modal Coordination	TMC Multi-Modal Coordination' supports center-to-center coordination between the Traffic Management and Transit Management Centers. It monitors transit operations and provides traffic signal priority for transit vehicles on request from the Transit Management Center.		
<b>Bossier City Traffic Operations</b>	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.		
<b>Bossier City Traffic Operations</b>	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.	Planned
<b>Bossier City Traffic Operations</b>	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.	Planned





Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Bossier City Traffic Operations</b>	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.	Planned
<b>Bossier City Traffic Operations</b>	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.	Planned
<b>Bossier City Traffic Operations</b>	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.	Planned
<b>Bossier City Traffic Operations</b>	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.	Planned
<b>Bossier City Traffic Operations</b>	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	The center shall collect environmental sensor operational status.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.).		
<b>Bossier City Traffic Operations</b>	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.	Planned
<b>Bossier City Traffic Operations</b>	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.	Planned
<b>Bossier City Traffic Operations</b>	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 accept notifications of pedestrian calls.	Planned
<b>Bossier City Traffic Operations</b>	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.	Planned
<b>Bossier City Traffic Operations</b>	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	The center shall collect traffic signal controller operational status and compare against the	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	control information sent by the center.	
<b>Bossier City Traffic Operations</b>	TMC Standard Rail Crossing Management	TMC Standard Rail Crossing Management' monitors and controls rail crossing traffic control equipment. This version provides basic support for standard active warning systems at grade crossings. It remotely monitors and reports the status of the rail crossing equipment and sends control plan updates to the equipment.		
<b>Bossier City Traffic Operations</b>	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.	Planned
<b>Bossier City Traffic Operations</b>	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 provide center personnel with an integrated regional view of current and forecast road and traffic conditions including traffic incidents, special events, maintenance activities and other events or conditions that impact capacity or demand.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Bossier City Traffic Operations</b>	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 compare the impact of potential courses of action and make recommendations to the operator.	Planned
<b>Bossier City Traffic Operations</b>	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 provide an interface to center personnel to input control parameters for the decision support process and receive recommended actions and supporting information presentation.	Planned
<b>Bossier City Traffic Operations</b>	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	The recommended actions shall include multimodal strategies that include suggested transit strategies and suggested route and mode choices for travelers.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.		
<b>Bossier City Traffic Operations</b>	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.	Planned
<b>Bossier City Traffic Operations</b>	TMC Traffic Metering	TMC Traffic Metering' provides center monitoring and control of traffic metering systems including on ramps, through interchanges, and on the mainline roadway. All types of metering are covered including pre-timed/fixed time, time-based, dynamic and adaptive metering strategies and special bypasses. Metering rates can be calculated based upon historical data or current conditions including traffic, air quality, etc.		
<b>Bossier City Traffic Operations</b>	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.		
<b>Bossier City Traffic Operations</b>	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		



Element Name	Functional Object	Functional Object Description	Requirement	Status
		work zone information to driver information systems such as dynamic message signs.		
<b>Bossier City Traffic Signal System</b>	Roadway Advanced Rail Crossing	Roadway Advanced Rail Crossing' manages highway traffic at highway-rail intersections (HRLs) where operational requirements demand advanced features (e.g., where rail operational speeds are greater than 80 miles per hour). The active warning systems supported by this application include positive barrier systems which preclude entrance into the intersection when the barriers are activated. This application is activated on notification by wayside interface equipment which detects, or communicates with the approaching train. In this application, additional information about the arriving train is also provided by the wayside interface equipment so that the train's direction of travel, its estimated time of arrival, and the estimated duration of closure may be derived. This enhanced information may be conveyed to the driver prior to, or in context with, warning system activation. This application also includes detection capabilities which enable it to detect an entrapped or otherwise immobilized vehicle on the grade crossing and provide an immediate notification to the wayside interface equipment and traffic management.		
<b>Bossier City Traffic Signal System</b>	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.	Planned
<b>Bossier City Traffic Signal System</b>	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
<b>Bossier City Traffic Signal System</b>	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
<b>Bossier City Traffic Signal System</b>	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
<b>Bossier City Traffic Signal System</b>	Roadway Field Management Station Operation	Roadway Field Management Station Operation' supports direct communications between field management stations and the local field equipment under their control.		





Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Bossier City Traffic Signal System</b>	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
<b>Bossier City Traffic Signal System</b>	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
<b>Bossier City Traffic Signal System</b>	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



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Bossier City Traffic Signal System</b>	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
<b>Bossier City Traffic Signal System</b>	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
<b>Bossier City Traffic Signal System</b>	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
<b>Bossier City Traffic Signal System</b>	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	The field element shall respond to pedestrian crossing requests	Planned





Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	by accommodating the pedestrian crossing.	
<b>Bossier City Traffic Signal System</b>	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.		
<b>Bossier City Traffic Signal System</b>	Roadway Standard Rail Crossing	Roadway Standard Rail Crossing' manages highway traffic at highway-rail intersections (HRIs) where operational requirements do not dictate advanced features (e.g., where rail operational speeds are less than 80 miles per hour). Either passive (e.g., the crossbuck sign) or active warning systems (e.g., flashing lights and gates) are supported depending on the specific requirements for each intersection. These traditional HRI warning systems may also be augmented with other standard traffic management devices. The warning systems are activated on notification of an approaching train by interfaced wayside equipment. The equipment at the HRI may also be interconnected with adjacent signalized intersections so that local control can be adapted to highway-rail intersection activities. Health monitoring of the HRI equipment and interfaces is performed; detected abnormalities are reported through interfaces to the wayside interface equipment and the Traffic Management Center.		
<b>Bossier Parish Communications District 911</b>	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
<b>Bossier Parish Communications District 911</b>	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	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
			provide it to the emergency system operator.	
<b>Bossier Parish Communications District 911</b>	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
<b>Bossier Parish Communications District 911</b>	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
<b>Bossier Parish Communications District 911</b>	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
<b>Bossier Parish Communications District 911</b>	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
<b>Bossier Parish Communications District 911</b>	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.		
<b>Bossier Parish Communications District 911</b>	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		



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.		
<b>Bossier Parish Communications District 911</b>	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.		
<b>Bossier Parish Communications District 911</b>	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.		
<b>Bossier Parish Communications District 911</b>	EV Service Patrol Vehicle Operations	EV Service Patrol Vehicle Operations' provides on-board processing and communications to service patrol vehicles that reduce response times and improve safety of responding personnel. It supports service patrol vehicle dispatch and provides incident information back to the dispatching center.		
<b>Bossier Parish Police Jury</b>	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
<b>Bossier Parish Police Jury</b>	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
<b>Bossier Parish Police Jury</b>	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	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
			requests. Meta-data may include attributes that describe the source and quality of the data and the conditions surrounding the collection of the data.	
<b>Bossier Parish Police Jury</b>	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
<b>Bossier Parish Police Jury</b>	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
<b>Bossier Parish Police Jury</b>	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	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
		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.		
<b>Bossier Parish Police Jury</b>	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
<b>Bossier Parish Police Jury</b>	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
<b>Bossier Parish Police Jury</b>	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	The center shall manage inter-agency coordination of	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	evacuation operations, from initial planning through the evacuation process and reentry.	
<b>Bossier Parish Police Jury</b>	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
<b>Bossier Parish Police Jury</b>	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 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

Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Caddo Parish Commission</b>	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.	Planned
<b>Caddo Parish Commission</b>	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.	Planned
<b>Caddo Parish Commission</b>	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.		
<b>Caddo Parish Commission</b>	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.		
<b>Caddo Parish Commission</b>	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.		





Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Caddo Parish Communications District 911/Emergency Management Agencies</b>	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
<b>Caddo Parish Communications District 911/Emergency Management Agencies</b>	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
<b>Caddo Parish Communications District 911/Emergency Management Agencies</b>	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
<b>Caddo Parish Communications District 911/Emergency Management Agencies</b>	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 coordinate, correlate, and verify all emergency inputs, including those identified based on external calls and internal analysis of security sensor and surveillance data, and assign each a level of confidence.	Existing
<b>Caddo Parish Communications District 911/Emergency Management Agencies</b>	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	Existing





Element Name	Functional Object	Functional Object Description	Requirement	Status
			information to the emergency system operator.	
<b>Caddo Parish Communications District 911/Emergency Management Agencies</b>	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
<b>Caddo Parish Communications District 911/Emergency Management Agencies</b>	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
<b>Caddo Parish Communications District 911/Emergency Management Agencies</b>	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
<b>Caddo Parish Communications District 911/Emergency Management Agencies</b>	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
<b>Caddo Parish Communications District 911/Emergency Management Agencies</b>	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
<b>Caddo Parish Communications District</b>	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	The center shall relay location and incident details to the responding vehicles.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>911/Emergency Management Agencies</b>		tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.		
<b>Caddo Parish Communications District 911/Emergency Management Agencies</b>	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.		
<b>Caddo Parish Communications District 911/Emergency Management Agencies</b>	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.		
<b>Caddo Parish Communications District 911/Emergency Management Agencies</b>	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.		
<b>Caddo Parish Communications District</b>	Emergency Notification Support	Emergency Notification Support' receives emergency notification messages from vehicles or personal handheld devices, determines an appropriate response, and either uses internal resources or contacts a local agency to provide that response. The nature of the emergency is determined based on		



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>911/Emergency Management Agencies</b>		the information in the received message as well as other inputs. This object effectively serves as an interface between automated collision notification systems and the local public safety answering point for messages that require a public safety response. This capability depends on an up-to-date registry of public safety answering points/response agencies by coverage area, the type of emergency, and hours of service.		
<b>Caddo Parish Communications District 911/Emergency Management Agencies</b>	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.		
<b>Caddo Parish Communications District 911/Emergency Management Agencies</b>	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.		
<b>Caddo Parish Communications District 911/Emergency Management Agencies</b>	Emergency Secure Area Alarm Support	Emergency Secure Area Alarm Support' receives traveler or transit vehicle operator alarm messages, notifies the system operator, and provides acknowledgement of alarm receipt back to the originator of the alarm. The alarms received can be generated by silent or audible alarm systems and may originate from public areas (e.g. transit stops, park and ride lots, transit stations, rest areas) or transit vehicles. The nature of the emergency may be determined based on the information in the alarm message as well as other inputs.		
<b>Caddo Parish Communications District 911/Emergency</b>	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		



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Management Agencies</b>		information to emergency personnel and automatically alerts emergency personnel of potential incidents.		
<b>Caddo Parish Communications District 911/Emergency Management Agencies</b>	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.		
<b>Caddo Parish Communications District 911/Emergency Management Agencies</b>	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.		
<b>Caddo Parish Communications District 911/Emergency Management Agencies</b>	EV Service Patrol Vehicle Operations	EV Service Patrol Vehicle Operations' provides on-board processing and communications to service patrol vehicles that reduce response times and improve safety of responding personnel. It supports service patrol vehicle dispatch and provides incident information back to the dispatching center.		
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	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	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
			(information on imminent or in-progress emergencies).	
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	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
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	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
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	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
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	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	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
			that pose a threat to life and property.	
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	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
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	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 maintenance 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
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	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 other emergency 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
<b>Caddo-Bossier Office of Homeland Security</b>	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	The center shall process status information from each of the	Existing





Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>and Emergency Preparedness (CBOHSEP)</b>		emergency response, including public notification using ITS traveler information systems, where appropriate.	centers that have been sent the wide-area alert.	
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	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
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	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
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	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
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	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
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	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	The center shall request resources from transit agencies as needed to support the evacuation.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.		
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	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
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	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
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	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
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	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
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	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	The center shall monitor the progress of the reentry process.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.		
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	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
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	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



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	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
<b>Caddo-Bossier Office of Homeland Security and Emergency Preparedness (CBOHSEP)</b>	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
<b>City of Shreveport Police Department</b>	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



Element Name	Functional Object	Functional Object Description	Requirement	Status
City of Shreveport Police 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
City of Shreveport Police 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 coordinate response to incidents with other Emergency Management centers to ensure appropriate resources are dispatched and utilized.	Existing
City of Shreveport Police 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
City of Shreveport Police 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
City of Shreveport Police 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 tactical decision support, resource coordination, and communications integration for first responders to support local management of an incident.	Existing
City of Shreveport Police 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	The center shall provide incident command communications with	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	public safety, emergency management, transportation, and other allied response agency centers.	
<b>City of Shreveport Police Department</b>	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
<b>City of Shreveport Police Department</b>	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
<b>City of Shreveport Police Department</b>	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 collect current traffic and road condition information for emergency vehicle route calculation.	Planned
<b>City of Shreveport Police Department</b>	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	The center shall receive information on the location and status of traffic control	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	equipment and work zones along potential emergency routes.	
<b>City of Shreveport School Zone Field Equipment</b>	Roadway Speed Monitoring and Warning	Roadway Speed Monitoring and Warning' includes the field elements that monitor vehicle speeds. If the speed is determined to be excessive, an advisory or warning is displayed. Current environmental conditions and other factors that may reduce safe operating speeds may also be taken into account. The operational status (state of the device, configuration, and fault data) is provided to the center. This application can also provide an enforcement function, reporting speed violations to an enforcement agency.	The field element shall monitor notify an enforcement agency when a speed violation is detected.	Existing
<b>City of Shreveport School Zone Field Equipment</b>	Roadway Speed Monitoring and Warning	Roadway Speed Monitoring and Warning' includes the field elements that monitor vehicle speeds. If the speed is determined to be excessive, an advisory or warning is displayed. Current environmental conditions and other factors that may reduce safe operating speeds may also be taken into account. The operational status (state of the device, configuration, and fault data) is provided to the center. This application can also provide an enforcement function, reporting speed violations to an enforcement agency.	The field element shall include sensors to detect vehicle speeds, under enforcement agency control.	Existing
<b>City of Shreveport School Zone Field Equipment</b>	Roadway Speed Monitoring and Warning	Roadway Speed Monitoring and Warning' includes the field elements that monitor vehicle speeds. If the speed is determined to be excessive, an advisory or warning is displayed. Current environmental conditions and other factors that may reduce safe operating speeds may also be taken into account. The operational status (state of the device, configuration, and fault data) is provided to the center. This application can also provide an enforcement function, reporting speed violations to an enforcement agency.	The field element shall include sensors to detect vehicle speeds, under traffic or maintenance center control.	Not Planned
<b>City of Shreveport Traffic Engineering</b>	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
<b>City of Shreveport Traffic Engineering</b>	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	The maintenance center shall receive inputs from the Alerting	Existing





Element Name	Functional Object	Functional Object Description	Requirement	Status
		situation and incident response status is coordinated among allied response organizations.	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.	
<b>City of Shreveport Traffic Engineering</b>	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 coordinate planning for incidents with emergency management centers - including pre-planning activities for disaster response, evacuation, and recovery operations.	Existing
<b>City of Shreveport Traffic Engineering</b>	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
<b>City of Shreveport Traffic Engineering</b>	MCM Reduced Speed Zone Warning	MCM Reduced Speed Zone Warning' supports remote control and monitoring of reduced speed zone warning roadside equipment. It provides posted speed limits and associated schedules and information about associated road configuration changes including lane merges and shifts. It monitors field equipment operation and reports current status to the operator.		
<b>City of Shreveport Traffic Engineering</b>	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 respond to control data from center personnel regarding sensor and surveillance data collection, analysis, storage, and distribution.	Existing
<b>City of Shreveport Traffic Engineering</b>	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	The center shall maintain a database of surveillance equipment and sensors and associated data (including the	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		collected information is provided to traffic operations personnel and made available to other centers.	roadway on which they are located, the type of data collected, and the ownership of each).	
<b>City of Shreveport Traffic Engineering</b>	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 distribute traffic images from CCTV systems under remote control of the center.	Existing
<b>City of Shreveport Traffic Engineering</b>	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
<b>City of Shreveport Traffic Engineering</b>	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
<b>City of Shreveport Traffic Engineering</b>	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
<b>City of Shreveport Traffic Engineering</b>	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,	The center shall collect and store CCTV surveillance system (traffic, pedestrian) fault data send to the maintenance center for repair.	Existing





Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.).		
<b>City of Shreveport Traffic Engineering</b>	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.	Planned
<b>City of Shreveport Traffic Engineering</b>	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
<b>City of Shreveport Traffic Engineering</b>	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
<b>City of Shreveport Traffic Engineering</b>	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
<b>Commercial Vehicle OBE</b>	CV On-Board Travel Information	CV On-Board Travel Information' provides the capabilities to receive commercial vehicle specific travel and parking information from centers and provide the information to the commercial vehicle driver. This functional object also provides the ability for the commercial vehicle driver to request a parking reservation.	The commercial vehicle shall receive commercial vehicle specific travel and parking information from centers and	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
			provide the information to the commercial vehicle driver.	
<b>DOTD District 04 Traffic Data Archive</b>	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 data distribution systems and other data sources.	Planned
<b>DOTD District 04 Traffic Data Archive</b>	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.	Planned
<b>DOTD District 04 Traffic Data Archive</b>	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 store collected data in an information repository.	Planned
<b>DOTD District 04 Traffic Data Archive</b>	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	The center shall provide the capability to execute methods on the incoming data such as	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	cleansing, summarizations, aggregations, or transformations applied to the data before it is stored in the archive.	
<b>DOTD District 04 Traffic Data Archive</b>	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.	Planned
<b>DOTD District 04 Traffic Data Archive</b>	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.	Planned
<b>DOTD District 04 Traffic Data Archive</b>	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.		
<b>DOTD District 04 Traffic Data Archive</b>	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.	Planned
<b>DOTD District 04 Traffic Data Archive</b>	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 collect data from roadside devices.	Planned
<b>DOTD District 04 Traffic Operations</b>	Emergency Data Collection	Emergency Data Collection' collects and stores emergency information that is collected in the course of operations by the Emergency Management	The center shall receive and respond to requests from ITS	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	Archives for either a catalog of the emergency management data or for the data itself.	
<b>DOTD District 04 Traffic Operations</b>	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 emergency management center shall produce sample products of the data available.	Existing
<b>DOTD District 04 Traffic Operations</b>	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 emergency 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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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 submit evacuation information to toll administration centers along with requests for changes in the toll services or fee collection during an evacuation.	Existing
<b>DOTD District 04 Traffic Operations</b>	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	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
		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.		
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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	The center shall share incident command information with other	Existing





Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	public safety agencies including resource deployment status, hazardous material information, rail incident information, evacuation advice as well as traffic, road, and weather conditions.	
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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	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



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.		
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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	The center shall manage coordinated inter-agency responses to and recovery from large-scale emergencies. Such	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	agencies include traffic management, transit, maintenance and construction management, rail operations, and other emergency management agencies.	
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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 current railroad schedule information for emergency vehicle route calculation.	Existing
<b>DOTD District 04 Traffic Operations</b>	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 collect current traffic and road condition information for emergency vehicle route calculation.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>DOTD District 04 Traffic Operations</b>	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 calculate emergency vehicle routes, under center personnel control, based on the collected traffic and road conditions information.	Existing
<b>DOTD District 04 Traffic Operations</b>	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 information on the location and status of traffic control equipment and work zones along potential emergency routes.	Existing
<b>DOTD District 04 Traffic Operations</b>	TMC Advanced Rail Crossing Management	TMC Advanced Rail Crossing Management' monitors and controls rail crossing traffic control equipment at advanced crossings that provide additional information on approaching trains, detect and report obstructions on the grade crossing, and communicate directly with equipped vehicles approaching the crossing. It remotely monitors and reports the status of the rail crossing equipment and sends control plan updates to the equipment. It also provides enhanced coordination between rail operations and traffic management centers that supports forecast of closure times and durations that may be applied to advanced traffic control strategies or delivered as enhanced traveler information.	The center shall remotely control highway-rail intersection (HRI) equipment located in the field.	Existing
<b>DOTD District 04 Traffic Operations</b>	TMC Advanced Rail Crossing Management	TMC Advanced Rail Crossing Management' monitors and controls rail crossing traffic control equipment at advanced crossings that provide additional information on approaching trains, detect and report obstructions on the grade crossing, and communicate directly with equipped vehicles approaching the crossing. It remotely monitors and reports the status of the rail crossing equipment and sends control plan updates to the equipment. It also provides enhanced coordination between rail operations and traffic management centers that supports forecast of closure times and durations that may be applied to advanced traffic control strategies or delivered as enhanced traveler information.	The center shall implement control plans to coordinate signalized intersections around highway-rail intersections (HRI), under control of center personnel, based on data from sensors and surveillance monitoring traffic conditions, incidents, equipment faults, pedestrian crossings, etc.	Existing
<b>DOTD District 04 Traffic Operations</b>	TMC Advanced Rail Crossing Management	TMC Advanced Rail Crossing Management' monitors and controls rail crossing traffic control equipment at advanced crossings that provide additional information on approaching trains, detect and report obstructions on the grade crossing, and communicate directly with equipped vehicles approaching the crossing. It remotely monitors and reports the status of the rail crossing equipment and sends control plan updates to the equipment. It	The center shall collect incident information related to a highway-rail intersection (HRI), such as intersection blockages or	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		also provides enhanced coordination between rail operations and traffic management centers that supports forecast of closure times and durations that may be applied to advanced traffic control strategies or delivered as enhanced traveler information.	crashes or equipment malfunctions.	
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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 maintain a database of surveillance equipment and sensors and associated data (including the roadway on which they are located, the type of data collected, and the ownership of each).	Existing
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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.		
<b>DOTD District 04 Traffic Operations</b>	TMC Environmental Monitoring	TMC Environmental Monitoring' assimilates current and forecast road conditions and surface weather information using a combination of weather service provider information, information collected by other centers such as the Maintenance and Construction Management Center, data collected from environmental sensors deployed on and about the roadway, and information collected from connected vehicles. The collected environmental information is monitored and presented to the operator. This information can be used to issue general traveler advisories and support location specific warnings to drivers.	The traffic center shall assimilate current and forecast road conditions and surface weather information using a combination of weather service provider information (such as the National Weather Service and value-added sector specific meteorological services), data from roadway maintenance	Existing





Element Name	Functional Object	Functional Object Description	Requirement	Status
			operations, and environmental data collected from sensors deployed on and about the roadway.	
<b>DOTD District 04 Traffic Operations</b>	TMC Environmental Monitoring	TMC Environmental Monitoring' assimilates current and forecast road conditions and surface weather information using a combination of weather service provider information, information collected by other centers such as the Maintenance and Construction Management Center, data collected from environmental sensors deployed on and about the roadway, and information collected from connected vehicles. The collected environmental information is monitored and presented to the operator. This information can be used to issue general traveler advisories and support location specific warnings to drivers.	The traffic center shall receive road condition information from weather service providers.	Existing
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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	Existing





Element Name	Functional Object	Functional Object Description	Requirement	Status
			expected severity, location, time and nature of incident.	
<b>DOTD District 04 Traffic Operations</b>	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 road network status assessment information with emergency management and maintenance centers including an 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.	Existing
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	TMC Multi-Modal Coordination	TMC Multi-Modal Coordination' supports center-to-center coordination between the Traffic Management and Transit Management Centers. It monitors transit operations and provides traffic signal priority for transit vehicles on request from the Transit Management Center.		
<b>DOTD District 04 Traffic Operations</b>	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



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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	The center shall collect and store CCTV surveillance system (traffic, pedestrian) fault data	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.).	send to the maintenance center for repair.	
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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	The center shall implement control plans to coordinate	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	signalized intersections based on data from sensors.	
<b>DOTD District 04 Traffic Operations</b>	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 accept notifications of pedestrian calls.	Existing
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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 maintain traffic signal coordination including synchronizing clocks throughout the system.	Existing
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	TMC Standard Rail Crossing Management	TMC Standard Rail Crossing Management' monitors and controls rail crossing traffic control equipment. This version provides basic support for standard active warning systems at grade crossings. It remotely monitors and reports		



Element Name	Functional Object	Functional Object Description	Requirement	Status
		the status of the rail crossing equipment and sends control plan updates to the equipment.		
<b>DOTD District 04 Traffic Operations</b>	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.	Existing
<b>DOTD District 04 Traffic Operations</b>	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
<b>DOTD District 04 Traffic Operations</b>	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 proposed maintenance and construction work plans, analyze the activity as a possible traffic incident, and provide work plan feedback to the sending center.	Existing
<b>DOTD District 04 Traffic Operations</b>	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.	Existing
<b>DOTD District 04 Traffic Signal System</b>	Roadway Basic Surveillance	Roadway Basic Surveillance' monitors traffic conditions using fixed equipment such as loop detectors and CCTV cameras.		
<b>DOTD District 04 Traffic Signal System</b>	Roadway Field Management Station Operation	Roadway Field Management Station Operation' supports direct communications between field management stations and the local field equipment under their control.		
<b>DOTD District 04 Traffic Signal System</b>	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	The field element shall return traffic signal controller fault data to the center.	Planned





Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.		
<b>DOTD District 04 Traffic Signal System</b>	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
<b>DOTD District 04 Traffic Signal System</b>	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
<b>DOTD District 04 Traffic Signal System</b>	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	The field element shall report the current signal control information to the center.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		and used to support dilemma zone processing and other aspects of signal control that are sensitive to local environmental conditions.		
<b>DOTD District 04 Traffic Signal System</b>	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
<b>DOTD District 04 Traffic Signal System</b>	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.	Existing
<b>DOTD District 04 Traffic Signal System</b>	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.	Existing





Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>DOTD District 04 Traffic Signal System</b>	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.		
<b>DOTD District 04 Traffic Signal System</b>	Roadway Standard Rail Crossing	Roadway Standard Rail Crossing' manages highway traffic at highway-rail intersections (HRIs) where operational requirements do not dictate advanced features (e.g., where rail operational speeds are less than 80 miles per hour). Either passive (e.g., the crossbuck sign) or active warning systems (e.g., flashing lights and gates) are supported depending on the specific requirements for each intersection. These traditional HRI warning systems may also be augmented with other standard traffic management devices. The warning systems are activated on notification of an approaching train by interfaced wayside equipment. The equipment at the HRI may also be interconnected with adjacent signalized intersections so that local control can be adapted to highway-rail intersection activities. Health monitoring of the HRI equipment and interfaces is performed; detected abnormalities are reported through interfaces to the wayside interface equipment and the Traffic Management Center.		
<b>DOTD EV Management</b>	Electric Charging Management	Electric Charging Management' monitors electric charging operations for one or more charging stations, monitoring current operational status including current occupancy and rates supporting back office operations. This function also includes support for reservations and payment of electric charging.	The center shall provide charging station information to traveler information systems.	Planned
<b>DOTD EV Management</b>	Electric Charging Management	Electric Charging Management' monitors electric charging operations for one or more charging stations, monitoring current operational status including current occupancy and rates supporting back office operations. This function also includes support for reservations and payment of electric charging.	The center shall monitor the current operational status of charging stations under its management.	Planned
<b>DOTD ITS Field Equipment</b>	Roadway Barrier System Control	Roadway Barrier System Control' includes the field equipment that controls barrier systems used to control access to transportation facilities and infrastructure. Barrier systems include automatic or remotely controlled gates, barriers and other access control systems.		
<b>DOTD ITS Field Equipment</b>	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.	Planned
<b>DOTD ITS Field Equipment</b>	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



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>DOTD ITS Field Equipment</b>	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
<b>DOTD ITS Field Equipment</b>	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
<b>DOTD ITS Field Equipment</b>	Roadway Environmental Monitoring	Roadway Environmental Monitoring' measures environmental conditions and communicates the collected information back to a center where it can be monitored and analyzed or to other field devices to support communications to vehicles. A broad array of weather and road surface information may be collected. Weather conditions that may be measured include temperature, wind, humidity, precipitation, and visibility. Surface and sub-surface sensors can measure road surface temperature, moisture, icing, salinity, and other metrics.		
<b>DOTD ITS Field Equipment</b>	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.	Planned
<b>DOTD ITS Field Equipment</b>	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.	Planned
<b>DOTD ITS Field Equipment</b>	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 provide operational status and fault data for the incident detection devices to the traffic management center.	Planned
<b>DOTD ITS Field Equipment</b>	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 remotely process video data and provide an indication of potential incidents to the traffic management center.	Planned
<b>DOTD ITS Field Equipment</b>	Roadway Infrastructure Monitoring	Roadway Infrastructure Monitoring' monitors the condition of pavement, bridges, tunnels, associated hardware, and other transportation-related infrastructure (e.g., culverts). It includes sensors that monitor the		



Element Name	Functional Object	Functional Object Description	Requirement	Status
		infrastructure and the communications necessary to report this data to a center or vehicle-based maintenance system.		
<b>DOTD ITS Field Equipment</b>	Roadway Multimodal Crossing Control	Roadway Multimodal Crossing Control' monitors multimodal crossings and monitors and controls traffic control equipment in the vicinity of the crossing. Equipment controlled includes warning lights, gates, dynamic message signs, and other systems associated with multimodal crossings. It manages draw bridges and miscellaneous other crossings between highway traffic and other modes. Railroad grade crossings are covered by other functional objects.	The field element shall include driver information systems (such as dynamic messages signs, highway advisory radios (HAR), and equipment that controls warning lights and gates) that advise drivers at multimodal crossings, under center control.	Planned
<b>DOTD ITS Field Equipment</b>	Roadway Multimodal Crossing Control	Roadway Multimodal Crossing Control' monitors multimodal crossings and monitors and controls traffic control equipment in the vicinity of the crossing. Equipment controlled includes warning lights, gates, dynamic message signs, and other systems associated with multimodal crossings. It manages draw bridges and miscellaneous other crossings between highway traffic and other modes. Railroad grade crossings are covered by other functional objects.	The field element shall include sensors to monitor requests from non-highway traffic to cross at multimodal crossings for specified durations (such as draw bridges and miscellaneous other interference crossings between highway traffic and other modes such as river traffic, aircraft, etc.); the sensors are under center control.	Planned
<b>DOTD ITS Field Equipment</b>	Roadway Multimodal Crossing Control	Roadway Multimodal Crossing Control' monitors multimodal crossings and monitors and controls traffic control equipment in the vicinity of the crossing. Equipment controlled includes warning lights, gates, dynamic message signs, and other systems associated with multimodal crossings. It manages draw bridges and miscellaneous other crossings between highway traffic and other modes. Railroad grade crossings are covered by other functional objects.	The field element shall include signals to control traffic at multimodal crossings on surface streets, under center control.	Planned
<b>DOTD ITS Field Equipment</b>	Roadway Multimodal Crossing Control	Roadway Multimodal Crossing Control' monitors multimodal crossings and monitors and controls traffic control equipment in the vicinity of the crossing. Equipment controlled includes warning lights, gates, dynamic message signs, and other systems associated with multimodal crossings. It manages draw bridges and miscellaneous other crossings between highway traffic and other modes. Railroad grade crossings are covered by other functional objects.	The field element shall provide operational status for the sensors, signals, and driver information systems equipment at multimodal crossings to the center.	Planned
<b>DOTD ITS Field Equipment</b>	Roadway Passive Monitoring	Roadway Passive Monitoring' monitors passing vehicles for a signature that can be used to recognize the same vehicle at different points in the network and measure travel times. Depending on the implementation and the penetration rate of the technology that is monitored, other point traffic measures may also be inferred by monitoring the number of vehicles within		



Element Name	Functional Object	Functional Object Description	Requirement	Status
		range over time. Today this approach is implemented most commonly using a Bluetooth receiver that passively monitors Bluetooth devices on-board passing vehicles and license plate readers that record the vehicle license plate number, but any widely deployed vehicle communications technology or feature that can be passively monitored to uniquely identify a vehicle could be used.		
<b>DOTD ITS Field Equipment</b>	Roadway Safeguard System Control	Roadway Safeguard System Control' includes field equipment that controls safeguard systems for transportation facilities and infrastructure. Safeguard systems include blast shields, exhaust systems and other automatic or remotely controlled systems intended to mitigate the impact of an incident.		
<b>DOTD ITS Field Equipment</b>	Roadway Speed Monitoring and Warning	Roadway Speed Monitoring and Warning' includes the field elements that monitor vehicle speeds. If the speed is determined to be excessive, an advisory or warning is displayed. Current environmental conditions and other factors that may reduce safe operating speeds may also be taken into account. The operational status (state of the device, configuration, and fault data) is provided to the center. This application can also provide an enforcement function, reporting speed violations to an enforcement agency.	The field element shall return operational status for the vehicle speed sensors to the controlling traffic or maintenance center; including measured speeds, warning messages displayed, and violation records.	Planned
<b>DOTD ITS Field Equipment</b>	Roadway Speed Monitoring and Warning	Roadway Speed Monitoring and Warning' includes the field elements that monitor vehicle speeds. If the speed is determined to be excessive, an advisory or warning is displayed. Current environmental conditions and other factors that may reduce safe operating speeds may also be taken into account. The operational status (state of the device, configuration, and fault data) is provided to the center. This application can also provide an enforcement function, reporting speed violations to an enforcement agency.	The field element shall base speed advisories to passing drivers on environmental conditions.	Planned
<b>DOTD ITS Field Equipment</b>	Roadway Speed Monitoring and Warning	Roadway Speed Monitoring and Warning' includes the field elements that monitor vehicle speeds. If the speed is determined to be excessive, an advisory or warning is displayed. Current environmental conditions and other factors that may reduce safe operating speeds may also be taken into account. The operational status (state of the device, configuration, and fault data) is provided to the center. This application can also provide an enforcement function, reporting speed violations to an enforcement agency.	The field element shall include sensors to detect vehicle speeds, under traffic or maintenance center control.	Planned
<b>DOTD ITS Field Equipment</b>	Roadway Standard Rail Crossing	Roadway Standard Rail Crossing' manages highway traffic at highway-rail intersections (HRI) where operational requirements do not dictate advanced features (e.g., where rail operational speeds are less than 80 miles per hour). Either passive (e.g., the crossbuck sign) or active warning systems (e.g., flashing lights and gates) are supported depending on the specific requirements for each intersection. These traditional HRI warning systems may also be augmented with other standard traffic management devices. The warning systems are activated on notification of an approaching train by interfaced wayside equipment. The equipment at the HRI may also be interconnected with adjacent signalized intersections so that local control can be adapted to highway-rail intersection activities. Health monitoring of the HRI equipment and interfaces is performed; detected abnormalities are	The field element shall collect and process, traffic sensor data in the vicinity of a highway-rail intersection (HRI).	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		reported through interfaces to the wayside interface equipment and the Traffic Management Center.		
<b>DOTD ITS Field Equipment</b>	Roadway Standard Rail Crossing	Roadway Standard Rail Crossing' manages highway traffic at highway-rail intersections (HRI) where operational requirements do not dictate advanced features (e.g., where rail operational speeds are less than 80 miles per hour). Either passive (e.g., the crossbuck sign) or active warning systems (e.g., flashing lights and gates) are supported depending on the specific requirements for each intersection. These traditional HRI warning systems may also be augmented with other standard traffic management devices. The warning systems are activated on notification of an approaching train by interfaced wayside equipment. The equipment at the HRI may also be interconnected with adjacent signalized intersections so that local control can be adapted to highway-rail intersection activities. Health monitoring of the HRI equipment and interfaces is performed; detected abnormalities are reported through interfaces to the wayside interface equipment and the Traffic Management Center.	The field element shall monitor the status of the highway-rail intersection (HRI) equipment, including both the current state and mode of operation and the current equipment condition, to be forwarded on to the traffic management center.	Planned
<b>DOTD ITS Field Equipment</b>	Roadway Standard Rail Crossing	Roadway Standard Rail Crossing' manages highway traffic at highway-rail intersections (HRI) where operational requirements do not dictate advanced features (e.g., where rail operational speeds are less than 80 miles per hour). Either passive (e.g., the crossbuck sign) or active warning systems (e.g., flashing lights and gates) are supported depending on the specific requirements for each intersection. These traditional HRI warning systems may also be augmented with other standard traffic management devices. The warning systems are activated on notification of an approaching train by interfaced wayside equipment. The equipment at the HRI may also be interconnected with adjacent signalized intersections so that local control can be adapted to highway-rail intersection activities. Health monitoring of the HRI equipment and interfaces is performed; detected abnormalities are reported through interfaces to the wayside interface equipment and the Traffic Management Center.	The field element shall forward rail traffic advisories received from the Wayside Equipment to the traffic management center.	Planned
<b>DOTD ITS Field Equipment</b>	Roadway Standard Rail Crossing	Roadway Standard Rail Crossing' manages highway traffic at highway-rail intersections (HRI) where operational requirements do not dictate advanced features (e.g., where rail operational speeds are less than 80 miles per hour). Either passive (e.g., the crossbuck sign) or active warning systems (e.g., flashing lights and gates) are supported depending on the specific requirements for each intersection. These traditional HRI warning systems may also be augmented with other standard traffic management devices. The warning systems are activated on notification of an approaching train by interfaced wayside equipment. The equipment at the HRI may also be interconnected with adjacent signalized intersections so that local control can be adapted to highway-rail intersection activities. Health monitoring of the HRI equipment and interfaces is performed; detected abnormalities are reported through interfaces to the wayside interface equipment and the Traffic Management Center.	The field element shall support the integrated control of adjacent traffic signals to clear an area in advance of an approaching train and to manage traffic around the intersection.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>DOTD ITS Field Equipment</b>	Roadway Standard Rail Crossing	Roadway Standard Rail Crossing' manages highway traffic at highway-rail intersections (HRIs) where operational requirements do not dictate advanced features (e.g., where rail operational speeds are less than 80 miles per hour). Either passive (e.g., the crossbuck sign) or active warning systems (e.g., flashing lights and gates) are supported depending on the specific requirements for each intersection. These traditional HRI warning systems may also be augmented with other standard traffic management devices. The warning systems are activated on notification of an approaching train by interfaced wayside equipment. The equipment at the HRI may also be interconnected with adjacent signalized intersections so that local control can be adapted to highway-rail intersection activities. Health monitoring of the HRI equipment and interfaces is performed; detected abnormalities are reported through interfaces to the wayside interface equipment and the Traffic Management Center.	The field element shall close the highway-rail intersection (HRI) when a train is approaching using gates, lights/signs, barriers, and traffic control signals.	Planned
<b>DOTD ITS Field Equipment</b>	Roadway Standard Rail Crossing	Roadway Standard Rail Crossing' manages highway traffic at highway-rail intersections (HRIs) where operational requirements do not dictate advanced features (e.g., where rail operational speeds are less than 80 miles per hour). Either passive (e.g., the crossbuck sign) or active warning systems (e.g., flashing lights and gates) are supported depending on the specific requirements for each intersection. These traditional HRI warning systems may also be augmented with other standard traffic management devices. The warning systems are activated on notification of an approaching train by interfaced wayside equipment. The equipment at the HRI may also be interconnected with adjacent signalized intersections so that local control can be adapted to highway-rail intersection activities. Health monitoring of the HRI equipment and interfaces is performed; detected abnormalities are reported through interfaces to the wayside interface equipment and the Traffic Management Center.	The field element shall control the dynamic message signs (DMS) in the vicinity of a highway-rail intersection (HRI) to advise drivers, cyclists, and pedestrians of approaching trains.	Planned
<b>DOTD ITS Field Equipment</b>	Roadway Standard Rail Crossing	Roadway Standard Rail Crossing' manages highway traffic at highway-rail intersections (HRIs) where operational requirements do not dictate advanced features (e.g., where rail operational speeds are less than 80 miles per hour). Either passive (e.g., the crossbuck sign) or active warning systems (e.g., flashing lights and gates) are supported depending on the specific requirements for each intersection. These traditional HRI warning systems may also be augmented with other standard traffic management devices. The warning systems are activated on notification of an approaching train by interfaced wayside equipment. The equipment at the HRI may also be interconnected with adjacent signalized intersections so that local control can be adapted to highway-rail intersection activities. Health monitoring of the HRI equipment and interfaces is performed; detected abnormalities are reported through interfaces to the wayside interface equipment and the Traffic Management Center.	The field element shall monitor the status of the highway-rail intersection (HRI) equipment, including both the current state and mode of operation and the current equipment condition, to be forwarded on to the rail wayside equipment.	Planned
<b>DOTD ITS Field Equipment</b>	Roadway Standard Rail Crossing	Roadway Standard Rail Crossing' manages highway traffic at highway-rail intersections (HRIs) where operational requirements do not dictate advanced features (e.g., where rail operational speeds are less than 80 miles per hour).	The field element shall receive track status from the rail wayside	Planned





Element Name	Functional Object	Functional Object Description	Requirement	Status
		Either passive (e.g., the crossbuck sign) or active warning systems (e.g., flashing lights and gates) are supported depending on the specific requirements for each intersection. These traditional HRI warning systems may also be augmented with other standard traffic management devices. The warning systems are activated on notification of an approaching train by interfaced wayside equipment. The equipment at the HRI may also be interconnected with adjacent signalized intersections so that local control can be adapted to highway-rail intersection activities. Health monitoring of the HRI equipment and interfaces is performed; detected abnormalities are reported through interfaces to the wayside interface equipment and the Traffic Management Center.	equipment that can be passed on to the traffic management center. This may include the current status of the tracks and whether a train is approaching.	
<b>DOTD ITS Field Equipment</b>	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.	Planned
<b>DOTD ITS Field Equipment</b>	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).	Planned
<b>DOTD ITS Field Equipment</b>	Roadway Traffic Metering	Roadway Traffic Metering' includes the field equipment used to meter traffic on ramps, through interchanges, and on the mainline roadway. The equipment includes dynamic messages signs to provide guidance and information to drivers at and approaching a meter, including information for any special bypass lanes.		
<b>DOTD ITS Field Equipment</b>	Roadway Work Zone Safety	Roadway Work Zone Safety' includes field elements that detect vehicle intrusions in work zones and warns crew workers and drivers of imminent encroachment. Crew movements are also monitored so that the crew can be warned of movement beyond the designated safe zone.		
<b>DOTD ITS Field Equipment</b>	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		



Element Name	Functional Object	Functional Object Description	Requirement	Status
		messages signs, and gates/barriers. Work zone speeds and delays are provided to the motorist prior to the work zones.		
<b>DOTD ITS Field Equipment</b>	RSE Situation Monitoring	RSE Situation Monitoring' is a general functional object that supports collection of traffic, environmental, and emissions data from passing vehicles. The data is collected, filtered, and forwarded based on parameters provided by the back office. Parameters are provided to passing vehicles that are equipped to collect and send situation data to the infrastructure in snapshots. In addition, this object collects current status information from local field devices including intersection status, sensor data, and signage data, providing complete, configurable monitoring of the situation for the local transportation system in the vicinity of the RSE.		
<b>DOTD ITS Field Equipment</b>	RSE Traffic Monitoring	RSE Traffic Monitoring' monitors the basic safety messages that are shared between connected vehicles and distills this data into traffic flow measures that can be used to manage the network in combination with or in lieu of traffic data collected by infrastructure-based sensors. As connected vehicle penetration rates increase, the measures provided by this application can expand beyond vehicle speeds that are directly reported by vehicles to include estimated volume, occupancy, and other measures. This object also supports incident detection by monitoring for changes in speed and vehicle control events that indicate a potential incident.		
<b>DOTD ITS Section</b>	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
<b>DOTD ITS Section</b>	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	The center shall provide evacuation information to traffic, transit, maintenance and construction, rail operations,	Existing





Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	and other emergency management centers as needed.	
<b>DOTD ITS Section</b>	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.	Planned
<b>DOTD ITS Section</b>	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.	Planned
<b>DOTD ITS Section</b>	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	The center shall share incident command information with other public safety agencies including	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	resource deployment status, hazardous material information, rail incident information, evacuation advice as well as traffic, road, and weather conditions.	
<b>DOTD ITS Section</b>	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.	Planned
<b>DOTD ITS Section</b>	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.	Planned
<b>DOTD ITS Section</b>	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	The center shall provide information to the media	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	concerning the status of an emergency response.	
<b>DOTD ITS Section</b>	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.	Planned
<b>DOTD ITS Section</b>	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	The center shall collect information about the status of the recovery efforts for the infrastructure during disasters.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.		
<b>DOTD ITS Section</b>	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
<b>DOTD ITS Section</b>	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.	Planned
<b>DOTD ITS Section</b>	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	The center shall develop, coordinate with other agencies, and store emergency response plans.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.		
<b>DOTD ITS Section</b>	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
<b>DOTD ITS Section</b>	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.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>DOTD ITS Section</b>	MCM Environmental Information Collection	MCM Environmental Information Collection' collects current road and weather conditions using data collected from environmental sensors deployed on and about the roadway. In addition to fixed sensor stations at the roadside, this functional object also collects environmental information from sensor systems located on Maintenance and Construction Vehicles. It also collects current and forecast environmental conditions information that is made available by other systems. The functional object aggregates the sensor system data and provides it, along with data attributes to other applications.		
<b>DOTD ITS Section</b>	MCM Infrastructure Monitoring	MCM Infrastructure Monitoring' monitors the condition of pavement, bridges, tunnels, associated hardware, and other transportation-related infrastructure (e.g., culverts). It monitors the infrastructure, collecting data from both fixed and vehicle-based sensors. In addition to specialized infrastructure monitoring sensors, it also monitors the broader population of equipped vehicles for vertical acceleration data and other situation data that may be used to determine current pavement condition.		
<b>DOTD ITS Section</b>	MCM Maintenance Decision Support	MCM Maintenance Decision Support' recommends maintenance courses of action based on current and forecast environmental and road conditions and additional application specific information. Decisions are supported through understandable presentation of filtered and fused environmental and road condition information for specific time horizons as well as specific maintenance recommendations that are generated by the system based on this integrated information. The recommended courses of action are supported by information on the anticipated consequences of action or inaction, when available.		
<b>DOTD ITS Section</b>	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 report the status of roadway maintenance activities to the centers that operate the equipment.	Planned
<b>DOTD ITS Section</b>	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.	Planned





Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>DOTD ITS Section</b>	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.	Planned
<b>DOTD ITS Section</b>	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.	Planned
<b>DOTD ITS Section</b>	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	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
			meters, short range communications equipment, security sensors and surveillance equipment, etc., and provide a cohesive view of equipment repair needs.	
<b>DOTD ITS Section</b>	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 the centers that operate the equipment, including data for 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.	Planned
<b>DOTD ITS Section</b>	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 respond to requests from emergency management and traffic management centers for hazard removal, field equipment repair, and other roadway maintenance.	Planned
<b>DOTD ITS Section</b>	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	The center shall maintain an interface with asset management systems to track the inventory, restrictions, repair needs and status updates of	Planned





Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	transportation assets (pavement, bridges, signs, etc.) including location, installation and materials information, vendor/contractor, current maintenance status, standard height, width, and weight restrictions.	
<b>DOTD ITS Section</b>	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).	Planned
<b>DOTD ITS Section</b>	MCM Work Activity Coordination	MCM Work Activity Coordination' disseminates work activity schedules and current asset restrictions to other agencies. Work schedules are coordinated with operating agencies, factoring in the needs and activities of other agencies and adjacent jurisdictions. Work schedules are also distributed to Transportation Information Centers for dissemination to the traveling public.		
<b>DOTD ITS Section</b>	TMC Environmental Monitoring	TMC Environmental Monitoring' assimilates current and forecast road conditions and surface weather information using a combination of weather service provider information, information collected by other centers such as the Maintenance and Construction Management Center, data collected from environmental sensors deployed on and about the roadway, and information collected from connected vehicles. The collected environmental information is monitored and presented to the operator. This information can be used to issue general traveler advisories and support location specific warnings to drivers.		
<b>DOTD ITS Section</b>	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.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
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.	Planned
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.	Planned
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.	Planned
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.	Planned
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	The center shall collect environmental sensor operational status.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.).		
<b>DOTD ITS Section</b>	TMC Service Patrol Management	TMC Service Patrol Management' supports dispatch and communication with service patrol vehicles that monitor roads to aid motorists, offering rapid response to minor incidents.	The center shall track the location and status of service patrol vehicles.	Planned
<b>DOTD ITS Section</b>	TMC Service Patrol Management	TMC Service Patrol Management' supports dispatch and communication with service patrol vehicles that monitor roads to aid motorists, offering rapid response to minor incidents.	The center shall share incident information collected by the service patrol with traffic, maintenance and construction, and traveler information centers for incident management, incident notification to travelers, and incident cleanup.	Planned
<b>DOTD ITS Section</b>	TMC Service Patrol Management	TMC Service Patrol Management' supports dispatch and communication with service patrol vehicles that monitor roads to aid motorists, offering rapid response to minor incidents.	The center shall store the current status of all service patrol vehicles available for dispatch and those that have been dispatched.	Planned
<b>DOTD ITS Section</b>	TMC Service Patrol Management	TMC Service Patrol Management' supports dispatch and communication with service patrol vehicles that monitor roads to aid motorists, offering rapid response to minor incidents.	The center shall dispatch roadway service patrol vehicles to identified incident locations.	Planned
<b>DOTD ITS Section</b>	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.		
<b>DOTD MAP</b>	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.		
<b>DOTD MAP</b>	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		



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.		
<b>DOTD MAP</b>	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.		
<b>DOTD MAP</b>	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.		
<b>DOTD MAP</b>	Emergency Notification Support	Emergency Notification Support' receives emergency notification messages from vehicles or personal handheld devices, determines an appropriate response, and either uses internal resources or contacts a local agency to provide that response. The nature of the emergency is determined based on the information in the received message as well as other inputs. This object effectively serves as an interface between automated collision notification systems and the local public safety answering point for messages that require a public safety response. This capability depends on an up-to-date registry of public safety answering points/response agencies by coverage area, the type of emergency, and hours of service.		
<b>DOTD MAP</b>	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		



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.		
<b>DOTD MAP</b>	Emergency Secure Area Alarm Support	Emergency Secure Area Alarm Support' receives traveler or transit vehicle operator alarm messages, notifies the system operator, and provides acknowledgement of alarm receipt back to the originator of the alarm. The alarms received can be generated by silent or audible alarm systems and may originate from public areas (e.g. transit stops, park and ride lots, transit stations, rest areas) or transit vehicles. The nature of the emergency may be determined based on the information in the alarm message as well as other inputs.		
<b>DOTD MAP</b>	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.		
<b>DOTD MAP</b>	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		
<b>DOTD MAP</b>	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 road network status assessment information with emergency management and maintenance centers including an 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.	Planned
<b>DOTD MAP</b>	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts,	The center shall coordinate information and controls with	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	other traffic management centers.	
<b>DOTD MAP</b>	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.	Planned
<b>DOTD MAP</b>	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.	Planned
<b>DOTD MAP</b>	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	The center shall monitor incident response performance and	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	calculate incident response and clearance times.	
<b>DOTD MAP</b>	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.	Planned
<b>DOTD MAP</b>	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.	Planned
<b>DOTD MAP</b>	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.	Planned
<b>DOTD MAP</b>	TMC Service Patrol Management	TMC Service Patrol Management' supports dispatch and communication with service patrol vehicles that monitor roads to aid motorists, offering rapid response to minor incidents.	The center shall track the location and status of service patrol vehicles.	Planned
<b>DOTD MAP</b>	TMC Service Patrol Management	TMC Service Patrol Management' supports dispatch and communication with service patrol vehicles that monitor roads to aid motorists, offering rapid response to minor incidents.	The center shall share incident information collected by the service patrol with traffic,	Planned





Element Name	Functional Object	Functional Object Description	Requirement	Status
			maintenance and construction, and traveler information centers for incident management, incident notification to travelers, and incident cleanup.	
<b>DOTD MAP</b>	TMC Service Patrol Management	TMC Service Patrol Management' supports dispatch and communication with service patrol vehicles that monitor roads to aid motorists, offering rapid response to minor incidents.	The center shall store the current status of all service patrol vehicles available for dispatch and those that have been dispatched.	Planned
<b>DOTD MAP</b>	TMC Service Patrol Management	TMC Service Patrol Management' supports dispatch and communication with service patrol vehicles that monitor roads to aid motorists, offering rapid response to minor incidents.	The center shall dispatch roadway service patrol vehicles to identified incident locations.	Planned
<b>DOTD Social Media</b>	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.	Planned
<b>DOTD Social Media</b>	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.	Planned
<b>DOTD Social Media</b>	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 toll fee information to travelers.	Planned
<b>DOTD Social Media</b>	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
<b>DOTD Social Media</b>	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





Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>DOTD Social Media</b>	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.	Planned
<b>DOTD Social Media</b>	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.	Planned
<b>DOTD Statewide TMC</b>	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.	Planned
<b>DOTD Statewide TMC</b>	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 store collected data in an information repository.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>DOTD Statewide TMC</b>	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.	Planned
<b>DOTD Statewide TMC</b>	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.		
<b>DOTD Statewide TMC</b>	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.	Planned
<b>DOTD Statewide TMC</b>	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 collect data from roadside devices.	Planned
<b>DOTD Statewide TMC</b>	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.		
<b>DOTD Statewide TMC</b>	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 emergency management center shall produce sample products of the data available.	Planned
<b>DOTD Statewide TMC</b>	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.		



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>DOTD Statewide TMC</b>	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).	Planned
<b>DOTD Statewide TMC</b>	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.	Planned
<b>DOTD Statewide TMC</b>	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.	Planned
<b>DOTD Statewide TMC</b>	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	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
		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.		
<b>DOTD Statewide TMC</b>	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
<b>DOTD Statewide TMC</b>	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.	Planned
<b>DOTD Statewide TMC</b>	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	The center shall share incident command information with other	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	public safety agencies including resource deployment status, hazardous material information, rail incident information, evacuation advice as well as traffic, road, and weather conditions.	
<b>DOTD Statewide TMC</b>	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
<b>DOTD Statewide TMC</b>	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



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>DOTD Statewide TMC</b>	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
<b>DOTD Statewide TMC</b>	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
<b>DOTD Statewide TMC</b>	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.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>DOTD Statewide TMC</b>	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 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.	Planned
<b>DOTD Statewide TMC</b>	MCM Maintenance Decision Support	MCM Maintenance Decision Support' recommends maintenance courses of action based on current and forecast environmental and road conditions and additional application specific information. Decisions are supported through understandable presentation of filtered and fused environmental and road condition information for specific time horizons as well as specific maintenance recommendations that are generated by the system based on this integrated information. The recommended courses of action are supported by information on the anticipated consequences of action or inaction, when available.	The center shall provide the center personnel with tailored external information, including weather or road condition observations, forecasted weather information or road conditions, current usage of treatments and materials, available resources, equipment and vehicle availability, road network information, and source reliability information.	Planned
<b>DOTD Statewide TMC</b>	MCM Reduced Speed Zone Warning	MCM Reduced Speed Zone Warning' supports remote control and monitoring of reduced speed zone warning roadside equipment. It provides posted speed limits and associated schedules and information about associated road configuration changes including lane merges and shifts. It monitors field equipment operation and reports current status to the operator.		
<b>DOTD Statewide TMC</b>	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	Planned





Element Name	Functional Object	Functional Object Description	Requirement	Status
			height, width, and weight restrictions.	
<b>DOTD Statewide TMC</b>	MCM Work Activity Coordination	MCM Work Activity Coordination' disseminates work activity schedules and current asset restrictions to other agencies. Work schedules are coordinated with operating agencies, factoring in the needs and activities of other agencies and adjacent jurisdictions. Work schedules are also distributed to Transportation Information Centers for dissemination to the traveling public.		
<b>DOTD Statewide TMC</b>	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.	Planned
<b>DOTD Statewide TMC</b>	TIC Data Collection	TIC Data Collection' collects transportation-related data from other centers, performs data quality checks on the collected data and then consolidates, verifies, and refines the data and makes it available in a consistent format to applications that support operational data sharing between centers and deliver traveler information to end-users. A broad range of data is collected including traffic and road conditions, transit data, emergency information and advisories, weather data, special event information, traveler services, parking, multimodal data, and toll/pricing data. It also shares data with other transportation information centers.	The center shall collect, process, and store traffic and highway condition information, including incident information, detours and road closures, event information, recommended routes, and current speeds on specific routes.	Planned
<b>DOTD Statewide TMC</b>	TIC Operations Data Collection	TIC Operations Data Collection' collects and stores information that is collected about the transportation information service including data on the number of clients serviced and the services that were provided. 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 transportation information center shall produce sample products of the data available.	Planned
<b>DOTD Statewide TMC</b>	TIC Operations Data Collection	TIC Operations Data Collection' collects and stores information that is collected about the transportation information service including data on the number of clients serviced and the services that were provided. 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 traveler information data or for the data itself.	Planned
<b>DOTD Statewide TMC</b>	TIC Operations Data Collection	TIC Operations Data Collection' collects and stores information that is collected about the transportation information service including data on the number of clients serviced and the services that were provided. 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 traveler information data, such as parking lot data, rideshare data, road network use data, vehicle probe data, and other data from	Planned





Element Name	Functional Object	Functional Object Description	Requirement	Status
			traveler information system operations.	
<b>DOTD Statewide TMC</b>	TIC Situation Data Management	TIC Situation Data Management' manages connected vehicle situation data collection, quality controls, filtering, aggregation, and storage. Through this process, raw data reported by connected vehicles are transformed into information products that can be accessed and used to support transportation operations and traveler information. The distribution of the connected vehicle-derived information products is handled by other functional objects.		
<b>DOTD Statewide TMC</b>	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 respond to control data from center personnel regarding sensor and surveillance data collection, analysis, storage, and distribution.	Planned
<b>DOTD Statewide TMC</b>	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.	Planned
<b>DOTD Statewide TMC</b>	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 maintain a database of surveillance equipment and sensors and associated data (including the roadway on which they are located, the type of data collected, and the ownership of each).	Planned
<b>DOTD Statewide TMC</b>	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 distribute traffic images from CCTV systems under remote control of the center.	Planned
<b>DOTD Statewide TMC</b>	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	The center shall monitor, analyze, and store traffic sensor data (speed, volume, occupancy) collected from field	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		collected information is provided to traffic operations personnel and made available to other centers.	elements under remote control of the center.	
<b>DOTD Statewide TMC</b>	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.		
<b>DOTD Statewide TMC</b>	TMC Demand Management Coordination	TMC Demand Management Coordination' provides the capability to gather information on regional toll, parking, and transit usage and request changes to pricing and other mechanisms to manage overall transportation demand.		
<b>DOTD Statewide TMC</b>	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.		
<b>DOTD Statewide TMC</b>	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.	Planned
<b>DOTD Statewide TMC</b>	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.	Planned
<b>DOTD Statewide TMC</b>	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.	Planned
<b>DOTD Statewide TMC</b>	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	The center shall receive inputs concerning upcoming events that would effect the traffic	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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	network from event promoters and traveler information service providers.	
<b>DOTD Statewide TMC</b>	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.	Planned
<b>DOTD Statewide TMC</b>	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.	Planned
<b>DOTD Statewide TMC</b>	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.	Planned
<b>DOTD Statewide TMC</b>	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.	The center shall coordinate planning for incidents with emergency management centers - including pre-planning activities for disaster response,	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		It monitors the incident response and collects performance measures such as incident response and clearance times.	evacuation, and recovery operations.	
<b>DOTD Statewide TMC</b>	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.	Planned
<b>DOTD Statewide TMC</b>	TMC Multimodal Crossing Management	TMC Multimodal Crossing Management' remotely monitors and manages multimodal crossings, including draw bridges and other crossings between highway traffic and other modes. Equipment controlled includes warning lights, gates, dynamic message signs, and other systems that provide driver information and control traffic at multimodal crossings. Railroad grade crossings are covered by other functional objects.	The center shall remotely control driver information systems (such as dynamic messages signs, highway advisory radios (HAR), and equipment that controls warning lights and gates) to notify drivers of closure durations and times at multimodal crossings.	Planned
<b>DOTD Statewide TMC</b>	TMC Multimodal Crossing Management	TMC Multimodal Crossing Management' remotely monitors and manages multimodal crossings, including draw bridges and other crossings between highway traffic and other modes. Equipment controlled includes warning lights, gates, dynamic message signs, and other systems that provide driver information and control traffic at multimodal crossings. Railroad grade crossings are covered by other functional objects.	The center shall remotely control traffic signal controllers for use at major multimodal crossings.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>DOTD Statewide TMC</b>	TMC Multimodal Crossing Management	TMC Multimodal Crossing Management' remotely monitors and manages multimodal crossings, including draw bridges and other crossings between highway traffic and other modes. Equipment controlled includes warning lights, gates, dynamic message signs, and other systems that provide driver information and control traffic at multimodal crossings. Railroad grade crossings are covered by other functional objects.	The center shall collect operational status for the equipment at multimodal crossings.	Planned
<b>DOTD Statewide TMC</b>	TMC Passive Surveillance	TMC Passive Surveillance' collects time stamped vehicle identities from different detection zones, correlates the identities, and calculates link travel times and derives other traffic measures.		
<b>DOTD Statewide TMC</b>	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.	Planned
<b>DOTD Statewide TMC</b>	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.).	Planned
<b>DOTD Statewide TMC</b>	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.	Planned
<b>DOTD Statewide TMC</b>	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,	The center shall collect and store CCTV surveillance system (traffic, pedestrian) operational status.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		cameras, traffic signals and override equipment, ramp meters, beacons, security surveillance equipment, etc.).		
<b>DOTD Statewide TMC</b>	TMC Service Patrol Management	TMC Service Patrol Management' supports dispatch and communication with service patrol vehicles that monitor roads to aid motorists, offering rapid response to minor incidents.	The center shall store the current status of all service patrol vehicles available for dispatch and those that have been dispatched.	Planned
<b>DOTD Statewide TMC</b>	TMC Service Patrol Management	TMC Service Patrol Management' supports dispatch and communication with service patrol vehicles that monitor roads to aid motorists, offering rapid response to minor incidents.	The center shall dispatch roadway service patrol vehicles to identified incident locations.	Planned
<b>DOTD Statewide TMC</b>	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.	Planned
<b>DOTD Statewide TMC</b>	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.	Planned
<b>DOTD Statewide TMC</b>	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 accept notifications of pedestrian calls.	Planned
<b>DOTD Statewide TMC</b>	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	The center shall collect traffic signal controller fault data from the field.	Planned





Element Name	Functional Object	Functional Object Description	Requirement	Status
		Management Center and are responsive to traffic conditions and adapt to support incidents, preemption and priority requests, pedestrian crossing calls, etc.		
<b>DOTD Statewide TMC</b>	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.	Planned
<b>DOTD Statewide TMC</b>	TMC Situation Data Management	TMC Situation Data Management' collects, assimilates, and disseminates vehicle probe data collected from roadside short range communications equipment and centers controlling transit vehicles, toll collection points, and route-guided vehicles. It estimates traffic and road conditions based on the aggregated probe data and disseminates this information to other centers.		
<b>DOTD Statewide TMC</b>	TMC Speed Warning	TMC Speed Warning' supports remote control and monitoring of reduced speed zone warning roadside equipment. It provides the location and extent of the reduced speed zone, the posted speed limit(s) with information about the applicability of the speed limit(s) (e.g., time of day, day of week, seasonality, relevant vehicle types) and information about associated road configuration changes including lane merges and shifts. It monitors field equipment operation and reports current status to the operator.		
<b>DOTD Statewide TMC</b>	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.	The center shall remotely control dynamic messages signs for dissemination of traffic and other information to drivers.	Planned
<b>DOTD Statewide TMC</b>	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.	The center shall provide the capability for center personnel to control the nature of the data that is available to non-traffic operations centers and the media.	Planned
<b>DOTD Statewide TMC</b>	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	The center shall distribute traffic data to maintenance and construction centers, transit centers, emergency management centers, parking	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		advisory radio, managing dissemination of driver information through these systems.	facilities, and traveler information providers.	
<b>DOTD Statewide TMC</b>	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.	The center shall retrieve locally stored traffic information, including current and forecasted traffic information, road and weather conditions, traffic incident information, information on diversions and alternate routes, closures, and special traffic restrictions (lane/shoulder use, weight restrictions, width restrictions, HOV requirements), and the definition of the road network itself.	Planned
<b>DOTD Statewide TMC</b>	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.	The center shall collect fault data for the driver information systems equipment (DMS, HAR, etc.) for repair.	Planned
<b>DOTD Statewide TMC</b>	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.	The center shall collect operational status for the driver information systems equipment (DMS, HAR, etc.).	Planned
<b>DOTD Statewide TMC</b>	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.	The center shall remotely control 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.	Planned





Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>DOTD Statewide TMC</b>	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.		
<b>DOTD Statewide TMC</b>	TMC Traffic Metering	TMC Traffic Metering' provides center monitoring and control of traffic metering systems including on ramps, through interchanges, and on the mainline roadway. All types of metering are covered including pre-timed/fixed time, time-based, dynamic and adaptive metering strategies and special bypasses. Metering rates can be calculated based upon historical data or current conditions including traffic, air quality, etc.		
<b>DOTD Statewide TMC</b>	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.	The center shall monitor, analyze, and store traffic sensor data (speed, volume, occupancy) collected from field elements under remote control of the center to support overall network performance evaluations.	Planned
<b>DOTD Statewide TMC</b>	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.	This center shall use the collected information to measure overall current and forecast network performance and predict travel demand patterns.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>DOTD Statewide TMC</b>	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.		
<b>Drivewyze Management Center</b>	CV On-Board Trip Monitoring	CV On-Board Trip Monitoring' provides the capabilities to support fleet management with automatic vehicle location and automated mileage and fuel reporting and auditing. In addition, this equipment is used to monitor the planned route and notify the Fleet and Freight Management Center of any deviations.	The commercial vehicle shall provide on-board vehicle data to the commercial vehicle fleet management center upon request - includes location, credentials, driver license citations, fuel purchase data, identity details, inspection data, log data, service records, safety systems diagnostics, and freight equipment data.	Planned
<b>Drivewyze Management Center</b>	CV On-Board Trip Monitoring	CV On-Board Trip Monitoring' provides the capabilities to support fleet management with automatic vehicle location and automated mileage and fuel reporting and auditing. In addition, this equipment is used to monitor the planned route and notify the Fleet and Freight Management Center of any deviations.	The commercial vehicle shall maintain the driver's daily log, vehicle location, mileage, and trip activity (includes screening, inspection and border clearance event data as well as fare payments) and distribute it to the driver and to the commercial vehicle fleet management center upon request.	Planned
<b>Drivewyze Management Center</b>	CV On-Board Trip Monitoring	CV On-Board Trip Monitoring' provides the capabilities to support fleet management with automatic vehicle location and automated mileage and fuel reporting and auditing. In addition, this equipment is used to monitor the planned route and notify the Fleet and Freight Management Center of any deviations.	The commercial vehicle shall maintain the interface between the vehicle, its driver, and the commercial vehicle fleet management center for dispatch, routing, and special instructions as well as payment, and enrollment information.	Planned
<b>Drivewyze Management Center</b>	CV On-Board Trip Monitoring	CV On-Board Trip Monitoring' provides the capabilities to support fleet management with automatic vehicle location and automated mileage and fuel reporting and auditing. In addition, this equipment is used to monitor the	The commercial vehicle shall provide details of the route to the driver as received from the	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		planned route and notify the Fleet and Freight Management Center of any deviations.	commercial vehicle fleet management center.	
<b>Drivewyze Management Center</b>	CV On-Board Trip Monitoring	CV On-Board Trip Monitoring' provides the capabilities to support fleet management with automatic vehicle location and automated mileage and fuel reporting and auditing. In addition, this equipment is used to monitor the planned route and notify the Fleet and Freight Management Center of any deviations.	The commercial vehicle shall compute the location of the commercial vehicle and its freight equipment based on inputs from commercial vehicle measures (e.g. identity, distance traveled, etc.) and a positioning system.	Planned
<b>Drivewyze Management Center</b>	CV On-Board Trip Monitoring	CV On-Board Trip Monitoring' provides the capabilities to support fleet management with automatic vehicle location and automated mileage and fuel reporting and auditing. In addition, this equipment is used to monitor the planned route and notify the Fleet and Freight Management Center of any deviations.	The commercial vehicle shall provide warnings to the driver when the vehicle's location has deviated from its planned route.	Planned
<b>Drivewyze Management Center</b>	CV On-Board Trip Monitoring	CV On-Board Trip Monitoring' provides the capabilities to support fleet management with automatic vehicle location and automated mileage and fuel reporting and auditing. In addition, this equipment is used to monitor the planned route and notify the Fleet and Freight Management Center of any deviations.	The commercial vehicle shall warn the commercial vehicle fleet management center when the vehicle's location has deviated from its planned route.	Planned
<b>Drivewyze Management Center</b>	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 maintain records of the mileage and time in service of its fleet of vehicles and freight equipment.	Planned
<b>Drivewyze Management Center</b>	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	The center shall report required commercial vehicle repairs and other corrections of identified deficiencies to the appropriate commercial vehicle administration center.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.		
<b>Drivewyze Management Center</b>	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 monitor the status of its fleet, including vehicles and freight equipment, for maintenance issues or repairs that may be needed.	Planned
<b>Drivewyze Management Center</b>	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 monitor the locations and progress of commercial vehicles against their planned routes and raise appropriate warnings based on route monitoring parameters.	Planned
<b>Drivewyze Management Center</b>	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	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	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	conditions, and incident information provided by traveler information systems.	
<b>Drivewyze Management Center</b>	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 send data concerning enrollment of commercial vehicles for electronic clearance and tax filing to the appropriate commercial vehicle administration center. The data may include driver and vehicle identification, safety inspections/status, carrier credentials, related citations, and accident information.	Planned
<b>Drivewyze Management Center</b>	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.	Planned
<b>Drivewyze Management Center</b>	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 routes to its fleet of vehicles, taking into account route restrictions, advance payment of tolls, HAZMAT restrictions, current traffic and road conditions, and incident information.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		performance of each driver who is hired. It also supports ongoing monitoring of the company's safety performance.		
<b>Drivewyze Management Center</b>	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.		
<b>Drivewyze Management Center</b>	TIC Data Collection	TIC Data Collection' collects transportation-related data from other centers, performs data quality checks on the collected data and then consolidates, verifies, and refines the data and makes it available in a consistent format to applications that support operational data sharing between centers and deliver traveler information to end-users. A broad range of data is collected including traffic and road conditions, transit data, emergency information and advisories, weather data, special event information, traveler services, parking, multimodal data, and toll/pricing data. It also shares data with other transportation information centers.	The center shall collect 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.	Planned
<b>Drivewyze Management Center</b>	TIC Data Collection	TIC Data Collection' collects transportation-related data from other centers, performs data quality checks on the collected data and then consolidates, verifies, and refines the data and makes it available in a consistent format to applications that support operational data sharing between centers and deliver traveler information to end-users. A broad range of data is collected including traffic and road conditions, transit data, emergency information and advisories, weather data, special event information, traveler services, parking, multimodal data, and toll/pricing data. It also shares data with other transportation information centers.	The center shall collect alert information and status from 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.	Planned
<b>Drivewyze Management Center</b>	TIC Data Collection	TIC Data Collection' collects transportation-related data from other centers, performs data quality checks on the collected data and then consolidates, verifies, and refines the data and makes it available in a consistent format to applications that support operational data sharing between centers and deliver traveler information to end-users. A broad range of data is collected including traffic and road conditions, transit data, emergency information and advisories, weather data, special event information, traveler services, parking, multimodal data, and toll/pricing data. It also shares data with other transportation information centers.	The center shall collect evacuation shelter information including location, hours of operation, special accommodations, and current vacancy/availability information.	Planned





Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Drivewyze Management Center</b>	TIC Data Collection	TIC Data Collection' collects transportation-related data from other centers, performs data quality checks on the collected data and then consolidates, verifies, and refines the data and makes it available in a consistent format to applications that support operational data sharing between centers and deliver traveler information to end-users. A broad range of data is collected including traffic and road conditions, transit data, emergency information and advisories, weather data, special event information, traveler services, parking, multimodal data, and toll/pricing data. It also shares data with other transportation information centers.	The center shall collect information concerning members of the population that may require additional assistance in the event of an evacuation, including the names of household members, address, special needs, and any care giver information (nurse or hospice service that may want to keep track of their patient's status).	Planned
<b>Drivewyze Management Center</b>	TIC Data Collection	TIC Data Collection' collects transportation-related data from other centers, performs data quality checks on the collected data and then consolidates, verifies, and refines the data and makes it available in a consistent format to applications that support operational data sharing between centers and deliver traveler information to end-users. A broad range of data is collected including traffic and road conditions, transit data, emergency information and advisories, weather data, special event information, traveler services, parking, multimodal data, and toll/pricing data. It also shares data with other transportation information centers.	The center shall collect evacuation information including evacuation zones, evacuation times, and reentry times.	Planned
<b>Drivewyze Management Center</b>	TIC Data Collection	TIC Data Collection' collects transportation-related data from other centers, performs data quality checks on the collected data and then consolidates, verifies, and refines the data and makes it available in a consistent format to applications that support operational data sharing between centers and deliver traveler information to end-users. A broad range of data is collected including traffic and road conditions, transit data, emergency information and advisories, weather data, special event information, traveler services, parking, multimodal data, and toll/pricing data. It also shares data with other transportation information centers.	The center shall collect, store and process multimodal transportation service information (for example, from ferry, rail and airline operators), including current ferry and rail schedule and airport status information and transfer points.	Planned
<b>Drivewyze Management Center</b>	TIC Data Collection	TIC Data Collection' collects transportation-related data from other centers, performs data quality checks on the collected data and then consolidates, verifies, and refines the data and makes it available in a consistent format to applications that support operational data sharing between centers and deliver traveler information to end-users. A broad range of data is collected including traffic and road conditions, transit data, emergency information and advisories, weather data, special event information, traveler services, parking, multimodal data, and toll/pricing data. It also shares data with other transportation information centers.	The center shall collect, process, and store transit routes and schedules, transit transfer options, transit fares, and real-time schedule adherence information.	Planned
<b>Drivewyze Management Center</b>	TIC Data Collection	TIC Data Collection' collects transportation-related data from other centers, performs data quality checks on the collected data and then consolidates, verifies, and refines the data and makes it available in a consistent format to	The center shall collect, process, and store current and	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		applications that support operational data sharing between centers and deliver traveler information to end-users. A broad range of data is collected including traffic and road conditions, transit data, emergency information and advisories, weather data, special event information, traveler services, parking, multimodal data, and toll/pricing data. It also shares data with other transportation information centers.	forecast road conditions and surface weather conditions.	
<b>Drivewyze Management Center</b>	TIC Data Collection	TIC Data Collection' collects transportation-related data from other centers, performs data quality checks on the collected data and then consolidates, verifies, and refines the data and makes it available in a consistent format to applications that support operational data sharing between centers and deliver traveler information to end-users. A broad range of data is collected including traffic and road conditions, transit data, emergency information and advisories, weather data, special event information, traveler services, parking, multimodal data, and toll/pricing data. It also shares data with other transportation information centers.	The center shall collect, process, and store event information.	Planned
<b>Drivewyze Management Center</b>	TIC Data Collection	TIC Data Collection' collects transportation-related data from other centers, performs data quality checks on the collected data and then consolidates, verifies, and refines the data and makes it available in a consistent format to applications that support operational data sharing between centers and deliver traveler information to end-users. A broad range of data is collected including traffic and road conditions, transit data, emergency information and advisories, weather data, special event information, traveler services, parking, multimodal data, and toll/pricing data. It also shares data with other transportation information centers.	The center shall collect, process, and store toll fee information.	Planned
<b>Drivewyze Management Center</b>	TIC Data Collection	TIC Data Collection' collects transportation-related data from other centers, performs data quality checks on the collected data and then consolidates, verifies, and refines the data and makes it available in a consistent format to applications that support operational data sharing between centers and deliver traveler information to end-users. A broad range of data is collected including traffic and road conditions, transit data, emergency information and advisories, weather data, special event information, traveler services, parking, multimodal data, and toll/pricing data. It also shares data with other transportation information centers.	The center shall collect, process, and store air quality information.	Planned
<b>Drivewyze Management Center</b>	TIC Data Collection	TIC Data Collection' collects transportation-related data from other centers, performs data quality checks on the collected data and then consolidates, verifies, and refines the data and makes it available in a consistent format to applications that support operational data sharing between centers and deliver traveler information to end-users. A broad range of data is collected including traffic and road conditions, transit data, emergency information and advisories, weather data, special event information, traveler services, parking, multimodal data, and toll/pricing data. It also shares data with other transportation information centers.	The center shall collect, process, and store maintenance and construction information, including scheduled maintenance and construction work activities and work zone activities.	Planned





Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Drivewyze Management Center</b>	TIC Data Collection	TIC Data Collection' collects transportation-related data from other centers, performs data quality checks on the collected data and then consolidates, verifies, and refines the data and makes it available in a consistent format to applications that support operational data sharing between centers and deliver traveler information to end-users. A broad range of data is collected including traffic and road conditions, transit data, emergency information and advisories, weather data, special event information, traveler services, parking, multimodal data, and toll/pricing data. It also shares data with other transportation information centers.	The center shall collect, process, and store traffic and highway condition information, including incident information, detours and road closures, event information, recommended routes, and current speeds on specific routes.	Planned
<b>Drivewyze Management Center</b>	TIC Data Collection	TIC Data Collection' collects transportation-related data from other centers, performs data quality checks on the collected data and then consolidates, verifies, and refines the data and makes it available in a consistent format to applications that support operational data sharing between centers and deliver traveler information to end-users. A broad range of data is collected including traffic and road conditions, transit data, emergency information and advisories, weather data, special event information, traveler services, parking, multimodal data, and toll/pricing data. It also shares data with other transportation information centers.	The center shall collect, process, and store parking information, including location, availability, and fees.	Planned
<b>Drivewyze Management Center</b>	TIC Freight-Specific Travel Planning	TIC Freight-Specific Travel Planning' provides traveler information and trip planning services for freight routes from source to destination, customized for freight users to indicate truck routes, truck stops, inspection stations, steep grades, etc.		
<b>Drivewyze Management Center</b>	TIC Interactive Traveler Information	TIC Interactive Traveler Information' disseminates personalized traveler information including traffic and road conditions, transit information, parking information, maintenance and construction information, multimodal information, event information, and weather information. Tailored information is provided based on the traveler's request in this interactive service.	The center shall disseminate customized toll fee information to travelers upon request.	Planned
<b>Drivewyze Management Center</b>	TIC Interactive Traveler Information	TIC Interactive Traveler Information' disseminates personalized traveler information including traffic and road conditions, transit information, parking information, maintenance and construction information, multimodal information, event information, and weather information. Tailored information is provided based on the traveler's request in this interactive service.	The center shall provide the capability to support requests from the media for traffic and incident data.	Planned
<b>Drivewyze Management Center</b>	TIC Interactive Traveler Information	TIC Interactive Traveler Information' disseminates personalized traveler information including traffic and road conditions, transit information, parking information, maintenance and construction information, multimodal information, event information, and weather information. Tailored information is provided based on the traveler's request in this interactive service.	The center shall provide the capability to exchange information with another traveler information service provider current or predicted data for road links that are outside the area served by the local supplier.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Drivewyze Management Center</b>	TIC Interactive Traveler Information	TIC Interactive Traveler Information' disseminates personalized traveler information including traffic and road conditions, transit information, parking information, maintenance and construction information, multimodal information, event information, and weather information. Tailored information is provided based on the traveler's request in this interactive service.	The center shall accept traveler profiles for determining the type of personalized data to send to the traveler.	Planned
<b>Drivewyze Management Center</b>	TIC Interactive Traveler Information	TIC Interactive Traveler Information' disseminates personalized traveler information including traffic and road conditions, transit information, parking information, maintenance and construction information, multimodal information, event information, and weather information. Tailored information is provided based on the traveler's request in this interactive service.	The center shall provide all traveler information based on the traveler's current location or a specific location identified by the traveler, and filter or customize the provided information accordingly.	Planned
<b>Drivewyze Management Center</b>	TIC Interactive Traveler Information	TIC Interactive Traveler Information' disseminates personalized traveler information including traffic and road conditions, transit information, parking information, maintenance and construction information, multimodal information, event information, and weather information. Tailored information is provided based on the traveler's request in this interactive service.	The center shall disseminate customized air quality information to travelers upon request.	Planned
<b>Drivewyze Management Center</b>	TIC Interactive Traveler Information	TIC Interactive Traveler Information' disseminates personalized traveler information including traffic and road conditions, transit information, parking information, maintenance and construction information, multimodal information, event information, and weather information. Tailored information is provided based on the traveler's request in this interactive service.	The center shall disseminate customized event information to travelers upon request.	Planned
<b>Drivewyze Management Center</b>	TIC Interactive Traveler Information	TIC Interactive Traveler Information' disseminates personalized traveler information including traffic and road conditions, transit information, parking information, maintenance and construction information, multimodal information, event information, and weather information. Tailored information is provided based on the traveler's request in this interactive service.	The center shall disseminate customized weather information to travelers upon request.	Planned
<b>Drivewyze Management Center</b>	TIC Interactive Traveler Information	TIC Interactive Traveler Information' disseminates personalized traveler information including traffic and road conditions, transit information, parking information, maintenance and construction information, multimodal information, event information, and weather information. Tailored information is provided based on the traveler's request in this interactive service.	The center shall disseminate customized parking information to travelers, including location, availability, and fees upon request.	Planned
<b>Drivewyze Management Center</b>	TIC Interactive Traveler Information	TIC Interactive Traveler Information' disseminates personalized traveler information including traffic and road conditions, transit information, parking information, maintenance and construction information, multimodal information, event information, and weather information. Tailored information is provided based on the traveler's request in this interactive service.	The center shall disseminate customized transit routes and schedules, transit transfer options, transit fares, and real-time schedule adherence	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
			information to travelers upon request.	
<b>Drivewyze Management Center</b>	TIC Interactive Traveler Information	TIC Interactive Traveler Information' disseminates personalized traveler information including traffic and road conditions, transit information, parking information, maintenance and construction information, multimodal information, event information, and weather information. Tailored information is provided based on the traveler's request in this interactive service.	The center shall disseminate customized maintenance and construction information to travelers, including scheduled maintenance and construction work activities and work zone activities upon request.	Planned
<b>Drivewyze Management Center</b>	TIC Interactive Traveler Information	TIC Interactive Traveler Information' disseminates personalized traveler information including traffic and road conditions, transit information, parking information, maintenance and construction information, multimodal information, event information, and weather information. Tailored information is provided based on the traveler's request in this interactive service.	The center shall disseminate customized traffic and highway condition information to travelers, including incident information, detours and road closures, recommended routes, and current speeds on specific routes upon request.	Planned
<b>Drivewyze Management Center</b>	TIC Interactive Traveler Information	TIC Interactive Traveler Information' disseminates personalized traveler information including traffic and road conditions, transit information, parking information, maintenance and construction information, multimodal information, event information, and weather information. Tailored information is provided based on the traveler's request in this interactive service.	The center shall disseminate customized multimodal transportation service information (for example, from ferry and airline operators), including transfer points and other information, to travelers upon request.	Planned
<b>Drivewyze Management Center</b>	TIC Interactive Traveler Information	TIC Interactive Traveler Information' disseminates personalized traveler information including traffic and road conditions, transit information, parking information, maintenance and construction information, multimodal information, event information, and weather information. Tailored information is provided based on the traveler's request in this interactive service.	The center shall provide the capability for a system operator to control the type and update frequency of traveler information.	Planned
<b>Electric Vehicle Charging Station</b>	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.	The field device shall accept electrical meter control commands from the center.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Electric Vehicle Charging Station</b>	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.	The field device shall provide data describing electrical meter performance to the center.	Planned
<b>Electric Vehicle Charging Station</b>	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.	The field element shall provide the current vehicle charging status directly to drivers.	Planned
<b>Electric Vehicle Charging Station</b>	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.	The field element shall provide charging station information, including location, operating hours, current availability, charging capacity and standards supported, access restrictions, and rates/fee structure, to traveler information systems.	Planned
<b>Electric Vehicle Charging Station</b>	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.	The field element shall provide the current charging status including current charge rate, estimated time to completion, and cost associated with the charge to the vehicle.	Planned
<b>Local Emergency Medical</b>	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.		
<b>Local Emergency Medical</b>	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.	Planned
<b>Local Emergency Medical</b>	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other		



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.		
<b>Local Emergency Medical</b>	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.		
<b>Local Emergency Medical</b>	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.		
<b>Local Emergency Medical</b>	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		



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.		
<b>Local Emergency Medical</b>	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.	Planned
<b>Local Emergency Medical</b>	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.	Planned
<b>Local Emergency Medical</b>	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.	Planned
<b>Local Emergency Operations Centers</b>	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.	Planned
<b>Local Emergency Operations Centers</b>	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	The emergency call-taking center shall support the interface to the Emergency Telecommunications System	Planned





Element Name	Functional Object	Functional Object Description	Requirement	Status
		assessment of the emergency and to forward the emergency information to the appropriate response agency.	(e.g. 911 or 7-digit call routing) to receive emergency notification information and provide it to the emergency system operator.	
<b>Local Emergency Operations Centers</b>	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 coordinate, correlate, and verify all emergency inputs, including those identified based on external calls and internal analysis of security sensor and surveillance data, and assign each a level of confidence.	Planned
<b>Local Emergency Operations Centers</b>	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.	Planned
<b>Local Emergency Operations Centers</b>	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.	Planned
<b>Local Emergency Operations Centers</b>	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.	Planned
<b>Local Emergency Operations Centers</b>	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.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Emergency Operations Centers	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.	Planned
Local Emergency Operations Centers	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.	Planned
Local Emergency Operations Centers	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.		
Local Emergency Operations Centers	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.		
Local Emergency Operations Centers	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.		
Local Emergency Operations Centers	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		





Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.		
<b>Local Emergency Operations Centers</b>	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.		
<b>Local Print and Broadcast Channels</b>	TIC Data Collection	TIC Data Collection' collects transportation-related data from other centers, performs data quality checks on the collected data and then consolidates, verifies, and refines the data and makes it available in a consistent format to applications that support operational data sharing between centers and deliver traveler information to end-users. A broad range of data is collected including traffic and road conditions, transit data, emergency information and advisories, weather data, special event information, traveler services, parking, multimodal data, and toll/pricing data. It also shares data with other transportation information centers.		
<b>Local Print and Broadcast Channels</b>	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.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Local Print and Broadcast Channels</b>	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.	Planned
<b>Local Print and Broadcast Channels</b>	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.	Planned
<b>Local Print and Broadcast Channels</b>	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.	Planned
<b>Local Print and Broadcast Channels</b>	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.		
<b>Local Public Safety Agencies</b>	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	The center shall monitor information from Alerting and Advisory Systems such as the	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		emergency response, including public notification using ITS traveler information systems, where appropriate.	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).	
<b>Local Public Safety Agencies</b>	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.	Planned
<b>Local Public Safety Agencies</b>	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	The center shall request resources from transit agencies as needed to support the evacuation.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.		
<b>Local Public Safety Agencies</b>	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.	Planned
<b>Local Public Safety Agencies</b>	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.	Planned
<b>Local Public Safety Agencies</b>	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	The center shall manage inter-agency coordination of evacuation operations, from initial planning through the evacuation process and reentry.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.		
<b>Local Public Safety Agencies</b>	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.	Planned
<b>Local Public Safety Agencies</b>	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	The center shall provide strategic emergency response capabilities provided by an Emergency Operations Center for large-scale incidents and disasters.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.		
<b>Local Public Safety Agencies</b>	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.	Planned
<b>Local Sheriffs Departments</b>	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.		
<b>Local Sheriffs Departments</b>	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.		
<b>Local Sheriffs Departments</b>	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
<b>Local Sheriffs Departments</b>	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	The center shall relay location and incident details to the responding vehicles.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.		
<b>Local Sheriffs Departments</b>	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
<b>Local Sheriffs Departments</b>	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.	Planned
<b>Local Sheriffs Departments</b>	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.	Planned
<b>Local Sheriffs Departments</b>	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.	Planned





Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Sheriffs Departments	Emergency Notification Support	Emergency Notification Support' receives emergency notification messages from vehicles or personal handheld devices, determines an appropriate response, and either uses internal resources or contacts a local agency to provide that response. The nature of the emergency is determined based on the information in the received message as well as other inputs. This object effectively serves as an interface between automated collision notification systems and the local public safety answering point for messages that require a public safety response. This capability depends on an up-to-date registry of public safety answering points/response agencies by coverage area, the type of emergency, and hours of service.		
Local Sheriffs Departments	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.	Planned
Local Sheriffs Departments	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.	Planned





Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Sheriffs Departments	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.	Planned
Local Sheriffs Departments	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.	Planned
Local Sheriffs Departments	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.		
Local Sheriffs Departments	Emergency Secure Area Alarm Support	Emergency Secure Area Alarm Support' receives traveler or transit vehicle operator alarm messages, notifies the system operator, and provides acknowledgement of alarm receipt back to the originator of the alarm. The		



Element Name	Functional Object	Functional Object Description	Requirement	Status
		alarms received can be generated by silent or audible alarm systems and may originate from public areas (e.g. transit stops, park and ride lots, transit stations, rest areas) or transit vehicles. The nature of the emergency may be determined based on the information in the alarm message as well as other inputs.		
<b>Local Sheriffs Departments</b>	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.		
<b>Louisiana 511/Website</b>	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
<b>Louisiana 511/Website</b>	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
<b>Louisiana 511/Website</b>	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.		
<b>LSP Troop G</b>	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		



Element Name	Functional Object	Functional Object Description	Requirement	Status
		assessment of the emergency and to forward the emergency information to the appropriate response agency.		
<b>LSP Troop G</b>	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.		
<b>LSP Troop G</b>	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.		
<b>LSP Troop G</b>	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
<b>LSP Troop G</b>	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
<b>LSP Troop G</b>	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
<b>LSP Troop G</b>	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
<b>LSP Troop G</b>	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	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
		tracked so that additional units can be dispatched and/or unit status can be returned to available when the incident is cleared and closed.		
<b>LSP Troop G</b>	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
<b>LSP Troop G</b>	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
<b>LSP Troop G</b>	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
<b>LSP Troop G</b>	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
<b>LSP Troop G</b>	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	The center shall develop and exchange evacuation plans with	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	allied agencies prior to the occurrence of a disaster.	
LSP Troop G	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
LSP Troop G	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	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 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.		
<b>LSP Troop G</b>	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
<b>LSP Troop G</b>	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
<b>LSP Troop G</b>	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
<b>LSP Troop G</b>	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	The center shall track and maintain resource information	Existing





Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	and action plans pertaining to the incident command.	
<b>LSP Troop G</b>	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
<b>LSP Troop G</b>	Emergency Notification Support	Emergency Notification Support' receives emergency notification messages from vehicles or personal handheld devices, determines an appropriate response, and either uses internal resources or contacts a local agency to provide that response. The nature of the emergency is determined based on the information in the received message as well as other inputs. This object effectively serves as an interface between automated collision notification systems and the local public safety answering point for messages that require a public safety response. This capability depends on an up-to-date registry of public safety answering points/response agencies by coverage area, the type of emergency, and hours of service.		
<b>LSP Troop G</b>	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	The center shall develop, coordinate with other agencies, and store emergency response plans.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.		
<b>LSP Troop G</b>	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
<b>LSP Troop G</b>	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.		
<b>LSP Troop G</b>	Emergency Secure Area Alarm Support	Emergency Secure Area Alarm Support' receives traveler or transit vehicle operator alarm messages, notifies the system operator, and provides acknowledgement of alarm receipt back to the originator of the alarm. The alarms received can be generated by silent or audible alarm systems and may originate from public areas (e.g. transit stops, park and ride lots, transit stations, rest areas) or transit vehicles. The nature of the emergency may be determined based on the information in the alarm message as well as other inputs.		
<b>LSP Troop G</b>	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
NLCOG Database	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
NLCOG Database	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
NLCOG Database	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
NLCOG Database	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	The center shall store collected data in an information repository.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.		
<b>NLCOG Database</b>	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
<b>NLCOG Database</b>	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 capability to format data suitable for input into government reports.	Existing
<b>NLCOG Database</b>	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
<b>NLCOG Database</b>	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
<b>NLCOG Database</b>	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	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
			surrounding the collection of the data.	
<b>NLCOG Database</b>	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 requests for archive data from center users.	Existing
<b>NLCOG Database</b>	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
<b>NLCOG Database</b>	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.	Existing
<b>NLCOG Database</b>	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.	Existing
<b>Personal Devices</b>	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.		



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Personal Devices</b>	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
<b>Personal Devices</b>	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.	Planned
<b>Personal Devices</b>	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 evacuation information and present it to the traveler.	Planned
<b>Private Traveler Information Systems</b>	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
<b>Private Traveler Information Systems</b>	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 provide traffic and incident data to the media.	Existing
<b>Private Traveler Information Systems</b>	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
<b>Private Traveler Information Systems</b>	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.	Existing
<b>Private Traveler Information Systems</b>	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	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
			information, recommended routes, and current speeds on specific routes.	
<b>Private Traveler Information Systems</b>	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
<b>RR Grade Crossing Controller</b>	Roadway Standard Rail Crossing	Roadway Standard Rail Crossing' manages highway traffic at highway-rail intersections (HRIs) where operational requirements do not dictate advanced features (e.g., where rail operational speeds are less than 80 miles per hour). Either passive (e.g., the crossbuck sign) or active warning systems (e.g., flashing lights and gates) are supported depending on the specific requirements for each intersection. These traditional HRI warning systems may also be augmented with other standard traffic management devices. The warning systems are activated on notification of an approaching train by interfaced wayside equipment. The equipment at the HRI may also be interconnected with adjacent signalized intersections so that local control can be adapted to highway-rail intersection activities. Health monitoring of the HRI equipment and interfaces is performed; detected abnormalities are reported through interfaces to the wayside interface equipment and the Traffic Management Center.	The field element shall collect and process, traffic sensor data in the vicinity of a highway-rail intersection (HRI).	Planned
<b>RR Grade Crossing Controller</b>	Roadway Standard Rail Crossing	Roadway Standard Rail Crossing' manages highway traffic at highway-rail intersections (HRIs) where operational requirements do not dictate advanced features (e.g., where rail operational speeds are less than 80 miles per hour). Either passive (e.g., the crossbuck sign) or active warning systems (e.g., flashing lights and gates) are supported depending on the specific requirements for each intersection. These traditional HRI warning systems may also be augmented with other standard traffic management devices. The warning systems are activated on notification of an approaching train by interfaced wayside equipment. The equipment at the HRI may also be interconnected with adjacent signalized intersections so that local control can be adapted to highway-rail intersection activities. Health monitoring of the HRI equipment and interfaces is performed; detected abnormalities are reported through interfaces to the wayside interface equipment and the Traffic Management Center.	The field element shall monitor the status of the highway-rail intersection (HRI) equipment, including both the current state and mode of operation and the current equipment condition, to be forwarded on to the traffic management center.	Planned
<b>RR Grade Crossing Controller</b>	Roadway Standard Rail Crossing	Roadway Standard Rail Crossing' manages highway traffic at highway-rail intersections (HRIs) where operational requirements do not dictate advanced features (e.g., where rail operational speeds are less than 80 miles per hour). Either passive (e.g., the crossbuck sign) or active warning systems (e.g.,	The field element shall monitor the status of the highway-rail intersection (HRI) equipment, including both the current state	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		flashing lights and gates) are supported depending on the specific requirements for each intersection. These traditional HRI warning systems may also be augmented with other standard traffic management devices. The warning systems are activated on notification of an approaching train by interfaced wayside equipment. The equipment at the HRI may also be interconnected with adjacent signalized intersections so that local control can be adapted to highway-rail intersection activities. Health monitoring of the HRI equipment and interfaces is performed; detected abnormalities are reported through interfaces to the wayside interface equipment and the Traffic Management Center.	and mode of operation and the current equipment condition, to be forwarded on to the rail wayside equipment.	
<b>RR Grade Crossing Controller</b>	Roadway Standard Rail Crossing	Roadway Standard Rail Crossing' manages highway traffic at highway-rail intersections (HRIs) where operational requirements do not dictate advanced features (e.g., where rail operational speeds are less than 80 miles per hour). Either passive (e.g., the crossbuck sign) or active warning systems (e.g., flashing lights and gates) are supported depending on the specific requirements for each intersection. These traditional HRI warning systems may also be augmented with other standard traffic management devices. The warning systems are activated on notification of an approaching train by interfaced wayside equipment. The equipment at the HRI may also be interconnected with adjacent signalized intersections so that local control can be adapted to highway-rail intersection activities. Health monitoring of the HRI equipment and interfaces is performed; detected abnormalities are reported through interfaces to the wayside interface equipment and the Traffic Management Center.	The field element shall receive track status from the rail wayside equipment that can be passed on to the traffic management center. This may include the current status of the tracks and whether a train is approaching.	Planned
<b>Shreveport Airports</b>	Loading Zone Management	Loading Zone Management' manages loading zones. It monitors loading zone space occupancy and makes this information available to arriving vehicles and other applications. It monitors the time each vehicle spends in the loading zone and provides this information to drivers in the zone and other applications. Day and time specific management is supported for loading zones that revert to normal vehicle parking spaces in off hours and other day/time specific management strategies. In advanced implementations, reservations are accepted so that a loading zone spot can be reserved with an optional accompanying payment. Vehicles associated with the reservation are identified on arrival and directed to the reserved spot.		
<b>Shreveport Airports</b>	Parking Area Electronic Payment	Parking Area Electronic Payment' supports electronic payment of parking fees using in-vehicle equipment (e.g., tags) or contact or proximity cards. It includes the field elements that provide the interface to the in-vehicle or card payment device and the back-office functionality that performs the transaction.	The parking element shall manage the parking lot charges, considering such factors as location, vehicle types, and times of day.	Existing
<b>Shreveport Airports</b>	Parking Area Electronic Payment	Parking Area Electronic Payment' supports electronic payment of parking fees using in-vehicle equipment (e.g., tags) or contact or proximity cards. It includes the field elements that provide the interface to the in-vehicle or card payment device and the back-office functionality that performs the transaction.	The parking element shall read data from the payment device on-board the vehicle or by the traveler.	Existing





Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Shreveport Airports</b>	Parking Area Electronic Payment	Parking Area Electronic Payment' supports electronic payment of parking fees using in-vehicle equipment (e.g., tags) or contact or proximity cards. It includes the field elements that provide the interface to the in-vehicle or card payment device and the back-office functionality that performs the transaction.	The parking element shall support the payment of parking lot transactions using data provided by the traveler cards / payment instruments.	Existing
<b>Shreveport Airports</b>	Parking Area Management	Parking Area Management' detects and classifies vehicles at parking facility entrances, exits, and other designated locations within the facility. Current parking availability is monitored and used to inform drivers through dynamic message signs/displays so that vehicles are efficiently routed to available spaces. Parking facility information, including current parking rates and directions to entrances and available exits, is also provided to drivers.	The parking element shall maintain static parking lot information including hours of operation, rates, location, entrance locations, capacity, type, and constraints.	Existing
<b>Shreveport Airports</b>	Parking Area Management	Parking Area Management' detects and classifies vehicles at parking facility entrances, exits, and other designated locations within the facility. Current parking availability is monitored and used to inform drivers through dynamic message signs/displays so that vehicles are efficiently routed to available spaces. Parking facility information, including current parking rates and directions to entrances and available exits, is also provided to drivers.	The parking element shall share information with a traffic management center to identify queues at entrances, exits that should be used, and other information that supports coordinated local traffic control in and around the parking facility.	Existing
<b>Shreveport Airports</b>	Parking Area Management	Parking Area Management' detects and classifies vehicles at parking facility entrances, exits, and other designated locations within the facility. Current parking availability is monitored and used to inform drivers through dynamic message signs/displays so that vehicles are efficiently routed to available spaces. Parking facility information, including current parking rates and directions to entrances and available exits, is also provided to drivers.	The parking element shall manage local dynamic message signs that display messages to travelers such as the parking lot state, number of spaces available, location of entrances, and current charges.	Existing
<b>Shreveport Airports</b>	Parking Area Park and Ride Operations	Parking Area Park and Ride Operations' manages parking lots specifically to support park and ride operations, providing additional coordination with transit operations on parking arrivals and transit arrivals and departures, smoothing the transition between parking and riding for park and ride customers.		
<b>Shreveport Area Transit Archive</b>	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	The center shall associate meta-data with archived data, including catalog data, statistical products determined	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	from method execution and data longevity.	
<b>Shreveport Area Transit Archive</b>	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 data distribution systems and other data sources.	Existing
<b>Shreveport Area Transit Archive</b>	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 store collected data in an information repository.	Existing
<b>Shreveport Area Transit Archive</b>	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





Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Shreveport Area Transit Archive</b>	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 the archive data.	Existing
<b>Shreveport Area Transit Archive</b>	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 for archive data from archive data users (centers, field devices).	Existing
<b>Shreveport Area Transit Archive</b>	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 provide a mechanism for archive data users to request archive data by meta-data range.	Existing
<b>Shreveport Area Transit System</b>	Transit Center Fare Management	Transit Center Fare Management' manages fare collection and passenger load management at the transit center. It provides the back office functions that support transit fare collection, supporting payment reconciliation with links to financial institutions and enforcement agencies for fare violations. It collects data required to determine accurate ridership levels, establish fares, and distribute fare information. It loads fare data into the vehicle prior to the	The center shall support the payment of transit fare transactions using data provided by the traveler cards / payment instruments.	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		beginning of normal operations and unloads fare collection data from the vehicle at the close out of normal operations. It manages allow/block lists and performs token validation.		
<b>Shreveport Area Transit System</b>	Transit Center Fare Management	Transit Center Fare Management' manages fare collection and passenger load management at the transit center. It provides the back office functions that support transit fare collection, supporting payment reconciliation with links to financial institutions and enforcement agencies for fare violations. It collects data required to determine accurate ridership levels, establish fares, and distribute fare information. It loads fare data into the vehicle prior to the beginning of normal operations and unloads fare collection data from the vehicle at the close out of normal operations. It manages allow/block lists and performs token validation.	The center shall manage the actual value of transit fares for each segment of each regular transit route, including the transmission of the information to transit vehicles and transit stops or stations.	Existing
<b>Shreveport Area Transit System</b>	Transit Center Fare Management	Transit Center Fare Management' manages fare collection and passenger load management at the transit center. It provides the back office functions that support transit fare collection, supporting payment reconciliation with links to financial institutions and enforcement agencies for fare violations. It collects data required to determine accurate ridership levels, establish fares, and distribute fare information. It loads fare data into the vehicle prior to the beginning of normal operations and unloads fare collection data from the vehicle at the close out of normal operations. It manages allow/block lists and performs token validation.	The center shall provide the capability for a system operator to manage the transit fares and control the exchange of transit fare information.	Planned
<b>Shreveport Area Transit System</b>	Transit Center Fixed-Route Operations	Transit Center Fixed-Route Operations' manages fixed route transit operations. It supports creation of schedules, blocks and runs for fixed and flexible route transit services. It allows fixed-route and flexible-route transit services to disseminate schedules and automatically updates customer service operator systems with the most current schedule information. It also supports automated dispatch of transit vehicles. Current vehicle schedule adherence and optimum scenarios for schedule adjustment are also provided. It also receives and processes transit vehicle loading data.	The center shall generate special routes and schedules to support an incident, disaster, evacuation, or other emergency.	Existing
<b>Shreveport Area Transit System</b>	Transit Center Fixed-Route Operations	Transit Center Fixed-Route Operations' manages fixed route transit operations. It supports creation of schedules, blocks and runs for fixed and flexible route transit services. It allows fixed-route and flexible-route transit services to disseminate schedules and automatically updates customer service operator systems with the most current schedule information. It also supports automated dispatch of transit vehicles. Current vehicle schedule adherence and optimum scenarios for schedule adjustment are also provided. It also receives and processes transit vehicle loading data.	The center shall generate transit routes and schedules based on such factors as parameters input by the system operator, road network conditions, incident information, operational data on current routes and schedules, and digitized map data.	Existing
<b>Shreveport Area Transit System</b>	Transit Center Fixed-Route Operations	Transit Center Fixed-Route Operations' manages fixed route transit operations. It supports creation of schedules, blocks and runs for fixed and flexible route transit services. It allows fixed-route and flexible-route transit services to disseminate schedules and automatically updates customer service operator systems with the most current schedule information. It also supports automated dispatch of transit vehicles. Current vehicle schedule	The center shall provide the interface to the system operator to control the generation of new routes and schedules (transit services) including the ability to	Existing



Element Name	Functional Object	Functional Object Description	Requirement	Status
		adherence and optimum scenarios for schedule adjustment are also provided. It also receives and processes transit vehicle loading data.	review and update the parameters used by the routes and schedules generation processes and to initiate these processes	
<b>Shreveport Area Transit System</b>	Transit Center Fixed-Route Operations	Transit Center Fixed-Route Operations' manages fixed route transit operations. It supports creation of schedules, blocks and runs for fixed and flexible route transit services. It allows fixed-route and flexible-route transit services to disseminate schedules and automatically updates customer service operator systems with the most current schedule information. It also supports automated dispatch of transit vehicles. Current vehicle schedule adherence and optimum scenarios for schedule adjustment are also provided. It also receives and processes transit vehicle loading data.	The center shall disseminate up-to-date schedules and route information to other centers for fixed and flexible route services.	Existing
<b>Shreveport Area Transit System</b>	Transit Center Fixed-Route Operations	Transit Center Fixed-Route Operations' manages fixed route transit operations. It supports creation of schedules, blocks and runs for fixed and flexible route transit services. It allows fixed-route and flexible-route transit services to disseminate schedules and automatically updates customer service operator systems with the most current schedule information. It also supports automated dispatch of transit vehicles. Current vehicle schedule adherence and optimum scenarios for schedule adjustment are also provided. It also receives and processes transit vehicle loading data.	The center shall dispatch fixed route or flexible route transit vehicles.	Existing
<b>Shreveport Area Transit System</b>	Transit Center Information Services	Transit Center Information Services' collects the latest available information for a transit service and makes it available to transit customers and to Transportation Information Centers for further distribution. Customers are provided information at transit stops and other public transportation areas before they embark and on-board the transit vehicle once they are en route. Information provided can include the latest available information on transit routes, schedules, transfer options, fares, real-time schedule adherence, current incidents, weather conditions, yellow pages, and special events. In addition to general service information, tailored information (e.g., itineraries) are provided to individual transit users.	The center shall provide transit service information to traveler information service providers including routes, schedules, schedule adherence, and fare information as well as transit service information during evacuation.	Existing
<b>Shreveport Area Transit System</b>	Transit Center Information Services	Transit Center Information Services' collects the latest available information for a transit service and makes it available to transit customers and to Transportation Information Centers for further distribution. Customers are provided information at transit stops and other public transportation areas before they embark and on-board the transit vehicle once they are en route. Information provided can include the latest available information on transit routes, schedules, transfer options, fares, real-time schedule adherence, current incidents, weather conditions, yellow pages, and special events. In addition to general service information, tailored information (e.g., itineraries) are provided to individual transit users.	The center shall provide transit information to the media including details of deviations from schedule of regular transit services.	Existing
<b>Shreveport Area Transit System</b>	Transit Center Multi-Modal Coordination	Transit Center Multi-Modal Coordination' supports transit service coordination between transit properties and coordinates with other surface and air transportation modes. As part of service coordination, it shares		



Element Name	Functional Object	Functional Object Description	Requirement	Status
		schedule and trip information, as well as transit transfer cluster (a collection of stop points, stations, or terminals where transfers can be made conveniently) and transfer point information between Multimodal Transportation Service Providers, Transit Agencies, and ISPs. An interface to Traffic Management also supports demand management strategies.		
<b>Shreveport Area Transit System</b>	Transit Center Passenger Counting	Transit Center Passenger Counting' receives and processes transit vehicle loading data using two-way communications from equipped transit vehicles.	The center shall calculate transit ridership data by route, route segment, transit stop, time of day, and day of week based on the collected passenger count information.	Existing
<b>Shreveport Area Transit System</b>	Transit Center Passenger Counting	Transit Center Passenger Counting' receives and processes transit vehicle loading data using two-way communications from equipped transit vehicles.	The center shall collect passenger count information from each transit vehicle.	Existing
<b>Shreveport Area Transit System</b>	Transit Center Security	Transit Center Security' monitors transit vehicle operator or traveler activated alarms received from on-board a transit vehicle. It supports transit vehicle operator authentication and provides the capability to remotely disable a transit vehicle. It also includes the capability to alert operators and police to potential incidents identified by these security features.	The center shall monitor transit vehicle operational data to determine if the transit vehicle is off-route and assess whether a security incident is occurring.	Existing
<b>Shreveport Area Transit System</b>	Transit Center Vehicle Assignment	Transit Center Vehicle Assignment' assigns individual transit vehicles to vehicle blocks and downloads this information to the transit vehicle. It also provides an exception handling process for the vehicle assignment function to generate new, supplemental vehicle assignments when required by changes during the operating day. It provides an inventory management function for the transit facility which stores functional attributes about each of the vehicles owned by the transit operator. These attributes permit the planning and assignment functions to match vehicles with routes based on suitability for the types of service required by the particular routes.		
<b>Shreveport Area Transit System</b>	Transit Garage Maintenance	Transit Garage Maintenance' provides advanced maintenance functions for the transit property. It collects operational and maintenance data from transit vehicles, manages vehicle service histories, and monitors operators and vehicles. It collects vehicle mileage data and uses it to automatically generate preventative maintenance schedules for each vehicle by utilizing vehicle tracking data. In addition, it provides information to service personnel to support maintenance activities and records and verifies that maintenance work was performed.		
<b>Shreveport Area Transit System</b>	Transit Vehicle On-Board Fare Management	Transit Vehicle On-board Fare Management' supports fare collection using a standard fare card or other non-monetary fare medium and detects payment violations, manages allow/block lists and performs token validation. Collected fare data are made available to the center.		



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Shreveport Area Transit System</b>	Transit Vehicle On-Board Information Services	Transit Vehicle On-board Information Services' furnishes en route transit users with real-time travel-related information on-board a transit vehicle. Current information that can be provided to transit users includes transit routes, schedules, transfer options, fares, real-time schedule adherence, current incidents, weather conditions, non-motorized transportation services, and special events are provided. In addition to tailored information for individual transit users, it also supports general annunciation and/or display of general schedule information, imminent arrival information, and other information of general interest to transit users.		
<b>Shreveport Area Transit System</b>	Transit Vehicle On-Board Maintenance	Transit Vehicle On-Board Maintenance' collects and processes transit vehicle maintenance data on-board the vehicle, including mileage and vehicle operating conditions. This maintenance information is provided to the management center and used to schedule future vehicle maintenance and repair.		
<b>Shreveport Area Transit System</b>	Transit Vehicle Passenger Counting	Transit Vehicle Passenger Counting' collects transit vehicle loading data and makes it available to the center.		
<b>Shreveport Area Transit System</b>	Transit Vehicle Schedule Management	Transit Vehicle Schedule Management' monitors schedule performance and identifies corrective actions when a deviation is detected. It provides two-way communication between the transit vehicle and center, enabling the center to communicate with the vehicle operator and monitor on-board systems.		
<b>Shreveport Area Transit System</b>	Transit Vehicle Security	Transit Vehicle Security' provides security and safety functions on-board the transit vehicle. It includes surveillance and sensor systems that monitor the on-board environment, silent alarms that can be activated by transit user or vehicle operator, operator authentication, and a remote vehicle disable function. 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).		
<b>Shreveport Traffic Signal System</b>	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.	Planned
<b>Shreveport Traffic Signal System</b>	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



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Shreveport Traffic Signal System</b>	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
<b>Shreveport Traffic Signal System</b>	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
<b>Shreveport Traffic Signal System</b>	Roadway Field Management Station Operation	Roadway Field Management Station Operation' supports direct communications between field management stations and the local field equipment under their control.		
<b>Shreveport Traffic Signal System</b>	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
<b>Shreveport Traffic Signal System</b>	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
<b>Shreveport Traffic Signal System</b>	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	The field element shall report current preemption status to the center.	Planned





Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.		
<b>Shreveport Traffic Signal System</b>	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
<b>Shreveport Traffic Signal System</b>	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
<b>Shreveport Traffic Signal System</b>	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	The field element shall control traffic signals under center control.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.		
<b>Shreveport Traffic Signal System</b>	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
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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	The center shall perform quality checks on collected data.	Planned





Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.		
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.		
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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 collect data from roadside devices.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.		
<b>Shreveport/Bossier City Regional TMC</b>	Emergency Data Collection	Emergency Data Collection' collects and stores emergency information that is collected in the course of operations by the Emergency Management	The center shall receive and respond to requests from ITS	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	Archives for either a catalog of the emergency management data or for the data itself.	
<b>Shreveport/Bossier City Regional TMC</b>	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.		
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.		
<b>Shreveport/Bossier City Regional TMC</b>	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	The center shall develop and exchange evacuation plans with allied agencies prior to the occurrence of a disaster.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.		
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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	The center shall assess the status of responding emergency	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	vehicles as part of an incident command.	
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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	The center shall develop, coordinate with other agencies, and store emergency response plans.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.		
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.		
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	MCM Environmental Information Collection	MCM Environmental Information Collection' collects current road and weather conditions using data collected from environmental sensors deployed on and about the roadway. In addition to fixed sensor stations at the roadside, this functional object also collects environmental information from sensor systems located on Maintenance and Construction Vehicles. It also collects current and forecast environmental conditions information that is made available by other systems. The functional object aggregates the sensor system data and provides it, along with data attributes to other applications.		





Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Shreveport/Bossier City Regional TMC</b>	MCM Environmental Information Processing	MCM Environmental Information Processing' processes current and forecast weather data, road condition information, local environmental data, and uses internal models to develop specialized detailed forecasts of local weather and surface conditions. The processed environmental information products are presented to center personnel and disseminated to other centers.		
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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 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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	MCM Maintenance Decision Support	MCM Maintenance Decision Support' recommends maintenance courses of action based on current and forecast environmental and road conditions and additional application specific information. Decisions are supported through understandable presentation of filtered and fused environmental and road condition information for specific time horizons as well as specific maintenance recommendations that are generated by the system based on this integrated information. The recommended courses of action are supported by information on the anticipated consequences of action or inaction, when available.	The center shall provide the center personnel with tailored external information, including weather or road condition observations, forecasted weather information or road conditions, current usage of treatments and materials, available resources, equipment and vehicle availability, road	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
			network information, and source reliability information.	
<b>Shreveport/Bossier City Regional TMC</b>	MCM Reduced Speed Zone Warning	MCM Reduced Speed Zone Warning' supports remote control and monitoring of reduced speed zone warning roadside equipment. It provides posted speed limits and associated schedules and information about associated road configuration changes including lane merges and shifts. It monitors field equipment operation and reports current status to the operator.		
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	MCM Work Zone Safety Management	MCM Work Zone Safety Management' remotely monitors work zone safety systems that detect vehicle intrusions in work zones and warns crew workers and drivers of imminent encroachment. Crew movements are also monitored so that the crew can be warned of movement beyond the designated safe zone.		
<b>Shreveport/Bossier City Regional TMC</b>	TIC Data Collection	TIC Data Collection' collects transportation-related data from other centers, performs data quality checks on the collected data and then consolidates, verifies, and refines the data and makes it available in a consistent format to applications that support operational data sharing between centers and deliver traveler information to end-users. A broad range of data is collected including traffic and road conditions, transit data, emergency information and advisories, weather data, special event information, traveler services,		





Element Name	Functional Object	Functional Object Description	Requirement	Status
		parking, multimodal data, and toll/pricing data. It also shares data with other transportation information centers.		
<b>Shreveport/Bossier City Regional TMC</b>	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.		
<b>Shreveport/Bossier City Regional TMC</b>	TIC Operations Data Collection	TIC Operations Data Collection' collects and stores information that is collected about the transportation information service including data on the number of clients serviced and the services that were provided. 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 transportation information center shall produce sample products of the data available.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	TIC Operations Data Collection	TIC Operations Data Collection' collects and stores information that is collected about the transportation information service including data on the number of clients serviced and the services that were provided. 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 traveler information data or for the data itself.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	TIC Operations Data Collection	TIC Operations Data Collection' collects and stores information that is collected about the transportation information service including data on the number of clients serviced and the services that were provided. 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 traveler information data, such as parking lot data, rideshare data, road network use data, vehicle probe data, and other data from traveler information system operations.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	TIC Situation Data Management	TIC Situation Data Management' manages connected vehicle situation data collection, quality controls, filtering, aggregation, and storage. Through this process, raw data reported by connected vehicles are transformed into information products that can be accessed and used to support transportation operations and traveler information. The distribution of the connected vehicle-derived information products is handled by other functional objects.		
<b>Shreveport/Bossier City Regional TMC</b>	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.		



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Shreveport/Bossier City Regional TMC</b>	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.		
<b>Shreveport/Bossier City Regional TMC</b>	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 respond to control data from center personnel regarding sensor and surveillance data collection, analysis, storage, and distribution.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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 maintain a database of surveillance equipment and sensors and associated data (including the roadway on which they are located, the type of data collected, and the ownership of each).	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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 distribute traffic images from CCTV systems under remote control of the center.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
			elements under remote control of the center.	
<b>Shreveport/Bossier City Regional TMC</b>	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.		
<b>Shreveport/Bossier City Regional TMC</b>	TMC Demand Management Coordination	TMC Demand Management Coordination' provides the capability to gather information on regional toll, parking, and transit usage and request changes to pricing and other mechanisms to manage overall transportation demand.		
<b>Shreveport/Bossier City Regional TMC</b>	TMC Environmental Monitoring	TMC Environmental Monitoring' assimilates current and forecast road conditions and surface weather information using a combination of weather service provider information, information collected by other centers such as the Maintenance and Construction Management Center, data collected from environmental sensors deployed on and about the roadway, and information collected from connected vehicles. The collected environmental information is monitored and presented to the operator. This information can be used to issue general traveler advisories and support location specific warnings to drivers.		
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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	The center shall coordinate planning for evacuation with emergency management centers - including pre-planning	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	activities such as establishing routes, areas to be evacuated, timing, etc.	
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
			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.	
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	TMC Multi-Modal Coordination	TMC Multi-Modal Coordination' supports center-to-center coordination between the Traffic Management and Transit Management Centers. It monitors transit operations and provides traffic signal priority for transit vehicles on request from the Transit Management Center.		
<b>Shreveport/Bossier City Regional TMC</b>	TMC Multimodal Crossing Management	TMC Multimodal Crossing Management' remotely monitors and manages multimodal crossings, including draw bridges and other crossings between highway traffic and other modes. Equipment controlled includes warning lights, gates, dynamic message signs, and other systems that provide driver information and control traffic at multimodal crossings. Railroad grade crossings are covered by other functional objects.	The center shall remotely control driver information systems (such as dynamic messages signs, highway advisory radios (HAR), and equipment that controls warning lights and gates) to notify drivers of closure durations and times at multimodal crossings.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	TMC Multimodal Crossing Management	TMC Multimodal Crossing Management' remotely monitors and manages multimodal crossings, including draw bridges and other crossings between highway traffic and other modes. Equipment controlled includes warning lights, gates, dynamic message signs, and other systems that provide driver information and control traffic at multimodal crossings. Railroad grade crossings are covered by other functional objects.	The center shall remotely control traffic signal controllers for use at major multimodal crossings.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	TMC Passive Surveillance	TMC Passive Surveillance' collects time stamped vehicle identities from different detection zones, correlates the identities, and calculates link travel times and derives other traffic measures.		





Element Name	Functional Object	Functional Object Description	Requirement	Status
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.).	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	TMC Service Patrol Management	TMC Service Patrol Management' supports dispatch and communication with service patrol vehicles that monitor roads to aid motorists, offering rapid response to minor incidents.	The center shall track the location and status of service patrol vehicles.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	TMC Service Patrol Management	TMC Service Patrol Management' supports dispatch and communication with service patrol vehicles that monitor roads to aid motorists, offering rapid response to minor incidents.	The center shall store the current status of all service patrol vehicles available for dispatch and those that have been dispatched.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	TMC Service Patrol Management	TMC Service Patrol Management' supports dispatch and communication with service patrol vehicles that monitor roads to aid motorists, offering rapid response to minor incidents.	The center shall dispatch roadway service patrol vehicles to identified incident locations.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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	The center shall manage (define, store and modify) control plans to coordinate signalized	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	intersections, to be engaged at the direction of center personnel or according to a daily schedule.	
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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 accept notifications of pedestrian calls.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	TMC Situation Data Management	TMC Situation Data Management' collects, assimilates, and disseminates vehicle probe data collected from roadside short range communications equipment and centers controlling transit vehicles, toll collection points, and	The center shall collect probe data from payment administrative centers	Planned





Element Name	Functional Object	Functional Object Description	Requirement	Status
		route-guided vehicles. It estimates traffic and road conditions based on the aggregated probe data and disseminates this information to other centers.	containing travel times between toll collection points for those vehicles equipped for electronic toll collection; the data may be aggregated and processed at the sending center.	
<b>Shreveport/Bossier City Regional TMC</b>	TMC Speed Warning	TMC Speed Warning' supports remote control and monitoring of reduced speed zone warning roadside equipment. It provides the location and extent of the reduced speed zone, the posted speed limit(s) with information about the applicability of the speed limit(s) (e.g., time of day, day of week, seasonality, relevant vehicle types) and information about associated road configuration changes including lane merges and shifts. It monitors field equipment operation and reports current status to the operator.		
<b>Shreveport/Bossier City Regional TMC</b>	TMC Standard Rail Crossing Management	TMC Standard Rail Crossing Management' monitors and controls rail crossing traffic control equipment. This version provides basic support for standard active warning systems at grade crossings. It remotely monitors and reports the status of the rail crossing equipment and sends control plan updates to the equipment.		
<b>Shreveport/Bossier City Regional TMC</b>	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.	The center shall remotely control dynamic messages signs for dissemination of traffic and other information to drivers.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.	The center shall distribute traffic data to the media.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.	The center shall distribute traffic data to maintenance and construction centers, transit centers, emergency management centers, parking facilities, and traveler information providers.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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	The center shall collect fault data for the driver information	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	systems equipment (DMS, HAR, etc.) for repair.	
<b>Shreveport/Bossier City Regional TMC</b>	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.	The center shall collect operational status for the driver information systems equipment (DMS, HAR, etc.).	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.	The center shall remotely control 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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.		
<b>Shreveport/Bossier City Regional TMC</b>	TMC Traffic Metering	TMC Traffic Metering' provides center monitoring and control of traffic metering systems including on ramps, through interchanges, and on the mainline roadway. All types of metering are covered including pre-timed/fixed time, time-based, dynamic and adaptive metering strategies and special bypasses. Metering rates can be calculated based upon historical data or current conditions including traffic, air quality, etc.		
<b>Shreveport/Bossier City Regional TMC</b>	TMC Traffic Network Performance Evaluation	TMC Traffic Network Performance Evaluation' measures traffic network performance and predicts travel demand patterns to support traffic flow	The center shall monitor, analyze, and store traffic sensor	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		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.	data (speed, volume, occupancy) collected from field elements under remote control of the center to support overall network performance evaluations.	
<b>Shreveport/Bossier City Regional TMC</b>	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.	The center shall exchange traffic information with other traffic management centers, including incidents, congestion data, traffic data, signal timing plans, and real-time signal control information to support overall network performance evaluations.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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.	Planned
<b>Shreveport/Bossier City Regional TMC</b>	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
<b>Transit Vehicle OBE</b>	Transit Vehicle Signal Priority	Transit Vehicle Signal Priority' provides the capability for transit vehicles to determine eligibility for priority and request signal priority at signalized intersections, ramps, and interchanges through short range communication with traffic control equipment at the roadside.	The transit vehicle shall determine the schedule deviation and estimated times of arrival (ETA) at transit stops.	Planned
<b>Transit Vehicle OBE</b>	Transit Vehicle Signal Priority	Transit Vehicle Signal Priority' provides the capability for transit vehicles to determine eligibility for priority and request signal priority at signalized intersections, ramps, and interchanges through short range communication with traffic control equipment at the roadside.	The transit vehicle shall send the schedule deviation data and status of priority requests to the transit vehicle operator and provide the capability for the	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
			transit vehicle operator to control the priority system.	
<b>Transit Vehicle OBE</b>	Transit Vehicle Signal Priority	Transit Vehicle Signal Priority' provides the capability for transit vehicles to determine eligibility for priority and request signal priority at signalized intersections, ramps, and interchanges through short range communication with traffic control equipment at the roadside.	The transit vehicle shall send priority requests to traffic signal controllers at intersections, pedestrian crossings, and multimodal crossings on the roads (surface streets) and freeway (ramp controls) network that enable a transit vehicle schedule deviation to be corrected.	Planned
<b>Transit Vehicle OBE</b>	Transit Vehicle Signal Priority	Transit Vehicle Signal Priority' provides the capability for transit vehicles to determine eligibility for priority and request signal priority at signalized intersections, ramps, and interchanges through short range communication with traffic control equipment at the roadside.	The transit vehicle shall prevent a priority request from being sent when the transit vehicle cannot use the priority (e.g., when the transit vehicle makes a passenger stop on the approach to an intersection).	Planned
<b>Transit Vehicle OBE</b>	Vehicle Basic Safety Communication	Vehicle Basic Safety Communication' exchanges current vehicle location and motion information with other vehicles in the vicinity, uses that information to calculate vehicle paths, and warns the driver when the potential for an impending collision is detected. If available, map data is used to filter and interpret the relative location and motion of vehicles in the vicinity. Information from on-board sensors (e.g., radars and image processing) are also used, if available, in combination with the V2V communications to detect non-equipped vehicles and corroborate connected vehicle data. Vehicle location and motion broadcasts are also received by the infrastructure and used by the infrastructure to support a wide range of roadside safety and mobility applications. This object represents a broad range of implementations ranging from basic Vehicle Awareness Devices that only broadcast vehicle location and motion and provide no driver warnings to advanced integrated safety systems that may, in addition to warning the driver, provide collision warning information to support automated control functions that can support control intervention.	The vehicle shall exchange location and motion information with roadside equipment and nearby vehicles.	Planned
<b>Transit Vehicle OBE</b>	Vehicle Intersection Warning	Vehicle Intersection Warning' uses V2V and V2I communications to monitor other connected vehicles at intersections and support the safe movement of the vehicle through the intersection. Driver warnings are provided and the application may also optionally take control of the vehicle to avoid collisions.	The vehicle shall receive intersection signal timing information in order for the vehicle to determine if it will	Planned



Element Name	Functional Object	Functional Object Description	Requirement	Status
		The application will also notify the infrastructure and other vehicles if it detects an unsafe infringement on the intersection.	safely cross the intersection given its current location and speed.	
<b>Transit Vehicle OBE</b>	Vehicle Intersection Warning	Vehicle Intersection Warning' uses V2V and V2I communications to monitor other connected vehicles at intersections and support the safe movement of the vehicle through the intersection. Driver warnings are provided and the application may also optionally take control of the vehicle to avoid collisions. The application will also notify the infrastructure and other vehicles if it detects an unsafe infringement on the intersection.	Vehicle shall provide vehicle path information to identify if vehicle is performing an unpermitted movement at an intersection such as a stop sign violation or running a red light.	Planned
<b>Transit Vehicle OBE</b>	Vehicle Intersection Warning	Vehicle Intersection Warning' uses V2V and V2I communications to monitor other connected vehicles at intersections and support the safe movement of the vehicle through the intersection. Driver warnings are provided and the application may also optionally take control of the vehicle to avoid collisions. The application will also notify the infrastructure and other vehicles if it detects an unsafe infringement on the intersection.	Vehicle shall provide data describing the vehicle's location in three dimensions, heading, speed, acceleration, braking status, and size.	Planned

