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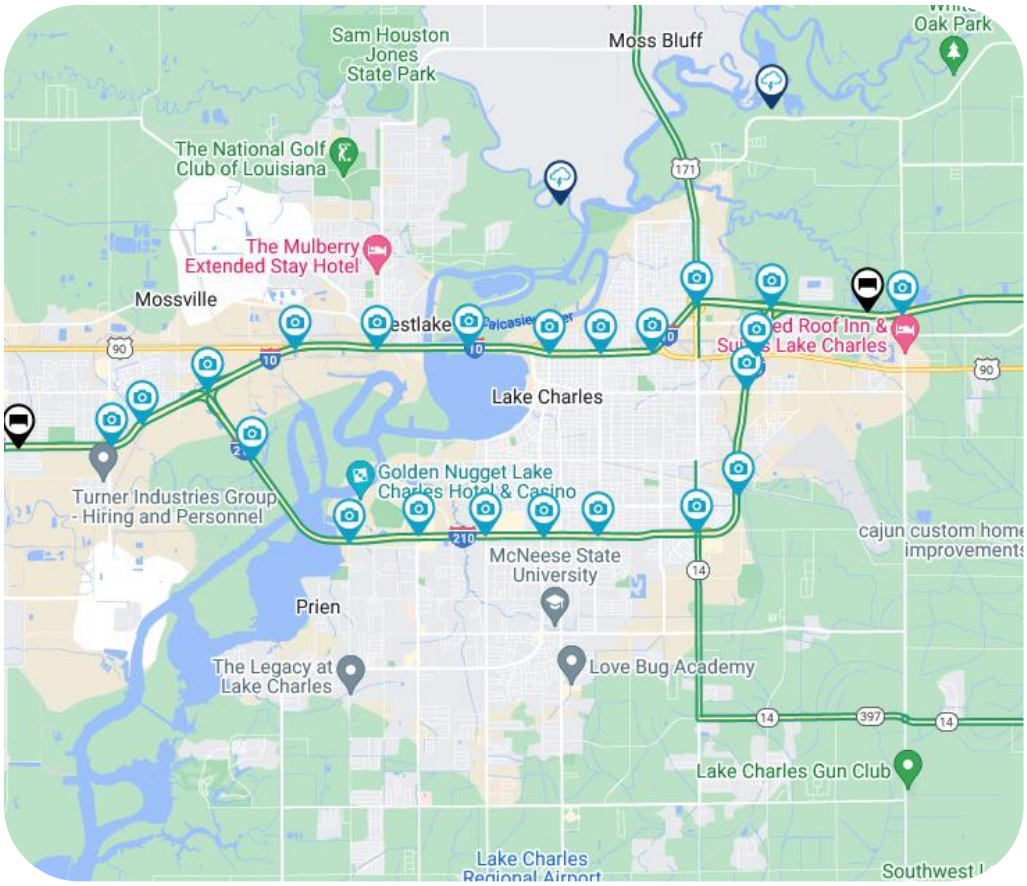
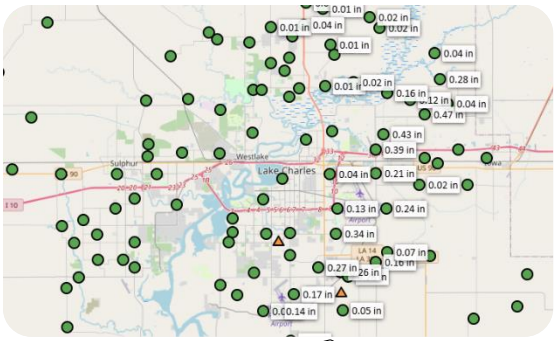
Lake Charles Regional Intelligent Transportation Systems Architecture Report





In Association with

ITS Intelligent Transportation Systems

VECTURA CONSULTING SERVICES, LLC

Prepared for:

DOTD

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

November 22, 2024

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Lake Charles Regional Intelligent Transportation Systems Architecture

Prepared For:

Louisiana Department of Transportation and Development

Prepared By:

With Partners:
Intelligent Transportation Systems LLC &
Vectura Consulting Services, LLC

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Acronyms

AI	artificial intelligence
ATC	advanced traffic controller
AID	automated incident detection
CAV	connected and autonomous vehicles
CCTV	closed circuit television
CFR	Code of Federal Regulations
CPPJ	Calcasieu Parish Police Jury
CTI	Connected Transportation Interoperability
DMS	dynamic message sign
DOTD	Department of Transportation and Development (as used in RAD-IT)
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
LCMPO	Lake Charles Urbanized Area Metropolitan Planning Organization
LSP	Louisiana State Police

MAP	Motorist Assistance Patrol
MaaS	mobility-as-a-service
METR	Management of Electronic Traffic Regulations
MPO	Metropolitan Planning Organization
NB, SB, WB, EB	northbound, southbound, westbound, eastbound
NEMA	National Electrical Manufacturers Association
NIST	National Institute for Standards and Technology
NTCIP	National Transportation Communications for ITS Protocol
O&M	operations and maintenance
PTZ	pan-tilt-zoom
RAD-IT	Regional Architecture Development for Intelligent Transportation
RPC	Regional Planning Commission
RR	roles and responsibilities
RWIS	road weather information system
SDO	standard development organization
SWLA RPC	Southwest Louisiana Regional Planning Commission
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 Lake Charles region of Louisiana. This geographic region of this architecture is contained within Calcasieu Parish. According to the Federal Highway Administration (FHWA), "the ITS technologies focus area aims to develop innovations to advance transportation safety, mobility, and environmental sustainability". In addition, FHWA defines a regional ITS architecture as "a specific tailored framework for ensuring institutional agreement and technical integration for the implementation of ITS projects or groups of projects in a particular region." ITS projects funded with highway trust funds shall meet certain requirements based on systems engineering analysis commensurate with the project scope. These requirements include having regional ITS architecture that is based on the national ITS architecture. This is not a mandate for all projects using federal funds but includes ITS projects using highway trust funds.

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

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

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

1) A description of the region – Section 2.2

2) Identification of the participating agencies and other stakeholders – Section 4.0

3) An operational concept that identifies the roles and responsibilities of participating agencies and stakeholders in the operation and implementation of the systems included in the regional ITS architecture – Section 8.0

4) Any agreements (existing or new) required for operations, including at a minimum those affecting ITS project interoperability, utilization of ITS related standards, and the operation of the projects identified in the regional ITS architecture – Section 11.0

5) System functional requirements – Section 9.0

6) Interface requirements and information exchanges with planned and existing systems and subsystems (for example, subsystems and architecture flows as defined in the National ITS Architecture) – **Appendix B**

7) Identification of ITS standards supporting regional and national interoperability – Section 10.0

8) The sequence of projects required for implementation– Section 8.1

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

1) Developing standard terminology for various ITS elements and applications which can be used by a variety of stakeholders to clearly communicate and develop future needs.

2) Identifying the functions and relationships between the various ITS elements and stakeholders.

3) Developing a working document which can integrate new elements and connections as the region's needs develop. Building this document in a modular way allows new ideas to be integrated, while minimizing impacts to the existing architecture, thus allowing for modifications as regional issues change.

4) Encouraging an integrated and collaborative approach to ITS that spans multiple jurisdictions. This involves adopting a systematic approach to ITS and the use of a Systems Engineering process for deploying ITS solutions.

5) Advocating for the adoption of emerging "standards" within the USDOT National ITS Architecture program. These standards play a crucial role in enhancing interoperability and consistency across ITS implementations.

2 Architecture Scope

The Lake Charles 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 Lake Charles Regional ITS Architecture extends beyond immediate needs. It considers the long-term horizon, envisioning how transportation systems will evolve over time. By doing so, it facilitates informed planning and investment decisions. Whether it 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 Lake Charles Regional ITS Architecture encompasses the following parishes:

1. Calcasieu Parish
2. Jefferson Davis Parish

The Lake Charles Urbanized Area Metropolitan Planning Organization (LCMPO), comprised of members from the Southwest Louisiana Region Planning Committee (SWLA RPC), supports planning for this Lake Charles area. The LCMPO is responsible for conducting a comprehensive assessment of transportation planning across the entire urbanized zone, shown in **Figure 1**. This two-parish region falls under the jurisdiction of Louisiana Department of Transportation and Development (LADOTD) District 07. **Figure 2** depicts this geographic region of LADOTD District 07.

2.3 Service Scope

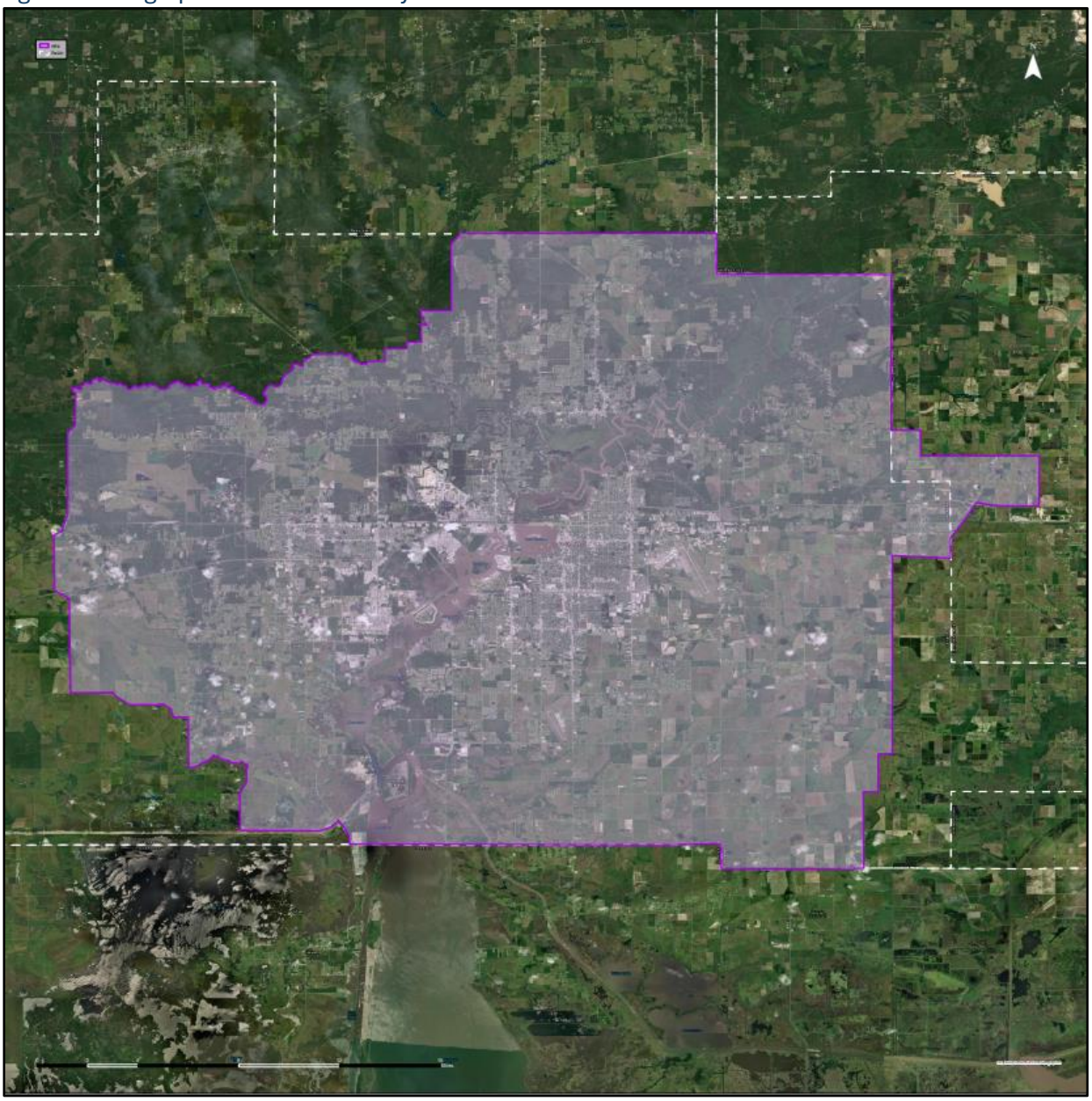
The Regional Intelligent Transportation Systems (ITS) Architecture serves as a roadmap for integrating transportation systems within a defined geographic area. Developed collaboratively by regional transportation agencies, the architecture encompasses all modes of transportation and roads in the region. 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 region's objectives and caters to the specific needs of transportation planning agencies. It provides insights into data collection, archiving, and processing methods that support transportation planning and performance monitoring. Section 5 of this report documents a range of existing and planned ITS services.

2.4 Records and Updates

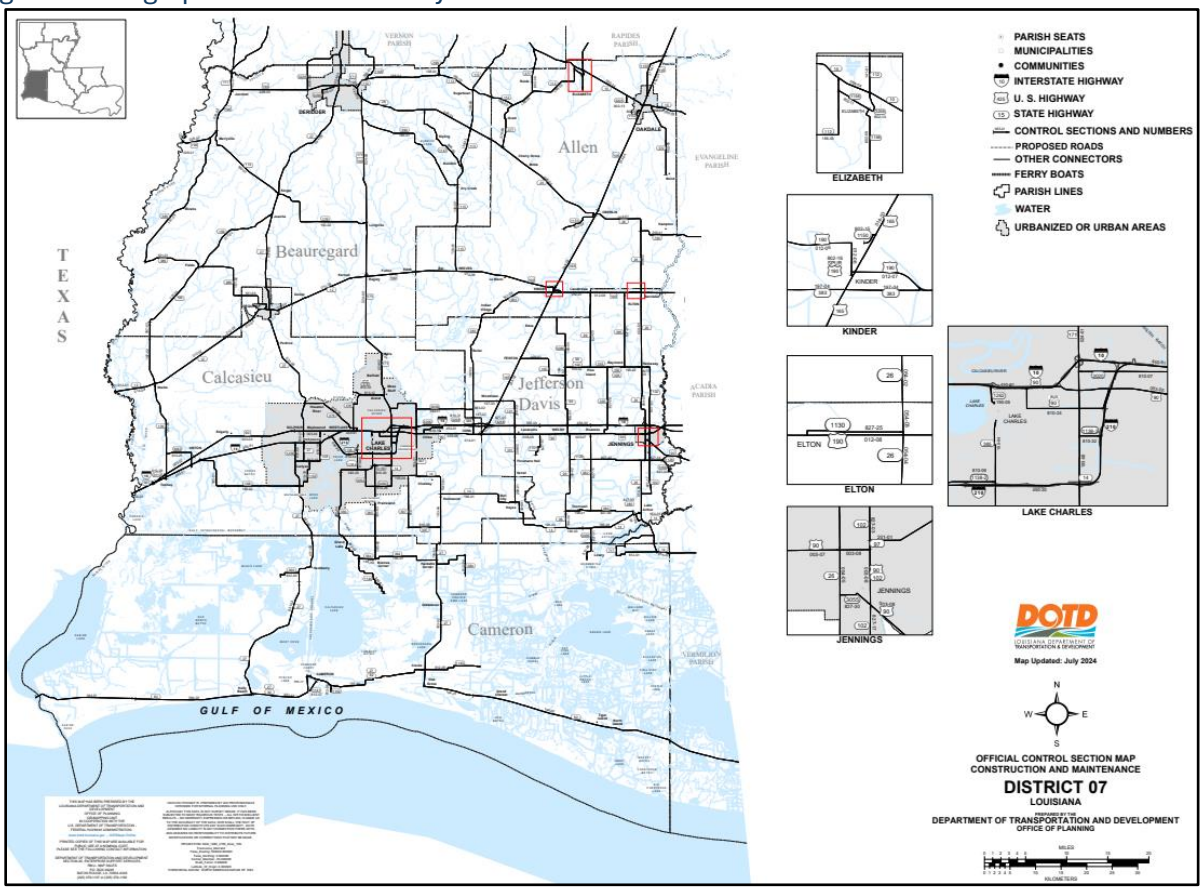
LADOTD, through coordination with local stakeholders, will maintain the Lake Charles Regional ITS architecture, through required updates to the RAD-IT architecture files as well as the summary report.

Figure 1: Geographic Area Covered by LCMPO[1]



[1] A high resolution, interactive LCMPO boundary map is located on their website at: https://mpo.planswla.com/about/LargeMPA_10_22_24.pdf.

Figure 2: Geographic Area Covered by LADOTD District 07[2]



3 Relationship to Regional Planning

The Lake Charles 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**.

[2] A high resolution LADOTD District 07 map is located on LADOTD's website at: http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Multimodal/Data_Collection/Mapping/District%20Maps/District_07.pdf.

Table 1: Transportation Goals

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

4 ITS Stakeholders

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

Table 2: Lake Charles ITS Architecture Stakeholders

Stakeholder Name	Stakeholder Description
Calcasieu Parish Police Jury	The Calcasieu Parish Police Jury, one of the primary regional government agencies, is responsible for emergency response and management, and other transportation system management activities within its jurisdiction.
Electric Charging Station Providers	These are the privately owned facilities that provide electrical charging as part of the federal program that granted funds for the installation and maintenance of the electrical charging stations.
Growth and Opportunity Group	Local community leaders, stakeholders, and elected officials formed the Southwest Louisiana Task Force for Growth and Opportunity (GO Group) in

Stakeholder Name	Stakeholder Description
	2013 to identify and address the various socioeconomic issues involved with the planned economic development projects in Southwest Louisiana. The GO Group focuses on developing strategies to ensure the successful implementation of such projects. The goal of this strategic planning process is to ensure that Southwest Louisiana emerges from the planned growth and development stronger, smarter, and more diversified than before. Moreover, the GO Group works to position local communities to take advantage of the economic and social benefits associated with the implementation of these projects. This requires assisting governmental agencies in planning, policy development, and implementation of strategic plans that identify short-term and long-term preparation and response actions necessary for growth.
LADOTD	Louisiana Department of Transportation and Development (LADOTD) is an arm of the Louisiana government responsible for state-wide transportation. The LADOTD responsibilities include statewide transportation system operations. This stakeholder group includes all Department of Transportation and Development (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.
Local Emergency Medical Providers	This includes local hospitals and emergency medical service providers (i.e., ambulance, air-evacuation, etc.) that are components of emergency management.
Local Government Agencies	This stakeholder group primarily represents the cities of Lake Charles, Moss Bluff, Sulphur and Westlake each with the primary responsibility for traffic management, incident management, emergency response and management, and other transportation system management activities within its jurisdiction. This also represents other public government agencies, towns, etc.
Local Public Safety Agencies	These are the groups responsible for operating local police, fire, and EMS offices and vehicles throughout the region. This stakeholder group includes all the regional agencies that are involved in emergency, fire, police, and other public safety/emergency response activities. The list of agencies included in this stakeholder group is as follows: Calcasieu Parish Sheriff's office, City of Lake Charles Police Department, City of Westlake Police Department, Town of Vinton Police Department, Town of Iowa Police Department, Calcasieu Parish Office of Homeland Security & Emergency Preparedness.
Louisiana State Police (Troop D)	Louisiana State Police agency is responsible for operating Louisiana State Police Centers. This includes Computer Aided Dispatch database, which collects incident/emergency detection, dispatch, response, and status information related to the Louisiana State Police officers/equipment. They are also responsible for Louisiana State Police vehicles.
Media	This stakeholder group includes local TV/Radio Channels and print media that are responsible for receiving and distributing transportation information like traffic conditions, incidents and road weather conditions.

Stakeholder Name	Stakeholder Description
Port of Lake Charles	The Port of Lake Charles is a deepwater seaport located in Lake Charles, Louisiana, on the Calcasieu Ship Channel, just north of the U.S. Gulf Coast. The Port is currently the 11th-busiest seaport in the U.S., based on the U.S. Army Corps of Engineers' 2014 figures.
Private Toll Manager	These are the privately managed facilities that provide toll collection and back-office management as part of the public-private partnership for the construction of the new I-10 Calcasieu River Bridge.
Public	Members of the general public own and operate various devices/systems to access ITS information including PDAs, cell phones, and personal computers.
Southwest Louisiana (SWLA) Safety Coalition	The Southwest Louisiana (SWLA) Safety Coalition is a regional entity of five parishes and is comprised of members who work in related areas of transportation safety such as law enforcement, engineers, planners, medical personnel, public officials, school administration, and more. This is called the "4 E" approach, being the collaboration of Enforcement, Education, Emergency Services and Engineering.
Southwest Louisiana Regional Planning Commission	Serves the parishes of Calcasieu, Beauregard, Cameron, Jefferson Davis, and Allen. SWLA RPC is the Lake Charles area's designated Metropolitan Planning Organization (MPO), which each metropolitan area must have in order to carry out regional transportation planning efforts and receive federal highway funds. As the regional MPO, the SWLA RPC focuses a great deal of its resources on transportation planning issues and activities. In addition, SWLA RPC is one of eight sub-state planning and development districts which cover all 64 parishes in the state of Louisiana. SWLA RPC provides technical assistance for economic development, comprehensive planning, and zoning to its members.
Tourism and Traveler Information Service Providers	This includes various tourism agencies, chambers of commerce, hotel associations, motorist services, and Map search.

5 ITS System Inventory

The Lake Charles Regional ITS Architecture update is built upon an inventory of existing and proposed intelligent transportation systems infrastructure. Stakeholders from throughout the Lake Charles 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 by the Lake Charles TMC, daily, and the Statewide TMC, as needed. The Lake Charles 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 Traffic Management Centers 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
Calcasieu Parish 911	This element represents the parish emergency response operations including City fire, police, 911, and any other emergency response operators. This element is responsible for the emergency response operations and management within the parish jurisdiction	Calcasieu Parish Police Jury	Existing
Calcasieu Parish OHSEP	The Office of Homeland Security and Emergency Preparedness (OHSEP) leads, coordinates, and supports the emergency management system in order to protect lives and prevent the loss of property from all hazards. The parish OHSEP coordinates directly with the Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP) for planning and managing emergency response to major disasters on a state-wide basis. It is the central point for emergency planning within the Parish.	Calcasieu Parish Police Jury	Existing
Calcasieu Parish Sheriffs Office	This element represents the Calcasieu Parish Sheriff's Office dispatch center.	Local Public Safety Agencies	Existing
DOTD Adjacent District Office	Louisiana Department of Transportation and Development includes 8 other districts that are responsible for coordination for statewide ITS systems. These also include 2 adjacent districts which are involved in direct corridor level co-ordination with the Lake Charles region, i.e. Corridor level co-ordination with Lafayette district (District 03) for traffic management operations and evacuation planning along I-10 and Alexandria district (District 08) for evacuation planning along US 165.	LADOTD	Existing
DOTD District 07 Traffic Operations	This element represents traffic operations or traffic engineering within the district office that is responsible for traffic management activities within the district jurisdiction. The typical activities include traffic monitoring, traffic data collection, traffic signal operations, and other traffic management related activities. This also includes communicating with Traffic Management Center (TMCs) and other departments like maintenance for roadway maintenance activities.	LADOTD	Existing
DOTD District 07 Traffic Signal System	This element represents traffic signals operated and maintained by the District.	LADOTD	Existing
DOTD EV Management	Louisiana Department of Transportation and Development (LADOTD) is an arm of the Louisiana government responsible for state-wide transportation. LADOTD's section responsibilities includes management of the grant funding for the NEVI, and is generically listed as DOTD EV Management. This section is to be named as the grant process progresses.	LADOTD	Existing

Element Name	Element Description	Stakeholder	Element Status
DOTD ITS Field Equipment	This element includes the equipment distributed on and along the roadway that monitors and controls traffic and monitors and manages the roadway itself. Equipment includes traffic signals, traffic detectors, environmental sensors, highway advisory radios, dynamic message signs, closed circuit television (CCTV) cameras and video image processing systems, and grade crossing warning systems.	LADOTD	Existing
DOTD ITS Section	This element represents ITS Section (Section 56) under the LADOTD. The ITS section is responsible for the state-wide operations center located in DOTD headquarters. Also, the ITS section is responsible for the management of information systems for transportation, state-wide ITS elements operations, and maintenance. The ITS section is also responsible for maintenance of all ITS equipment in the state.	LADOTD	Existing
DOTD MAP	This element represents the motorist assistance patrol vehicles jointly funded, operated, and maintained by the LADOTD, Calcasieu Parish Police Jury, and Calcasieu Parish Sheriff's office. MAP hours of operation are 6:30am – 6:30pm and the limits are for I-10 from LA 1256 to LA 397 and for I-210 from I-10 (West) to I-10 (East). MAP is managed by the Statewide TMC until the Lake Charles TMC is established.	LADOTD	Existing
DOTD Social Media	This includes Facebook and Twitter.	LADOTD	Existing
DOTD Statewide TMC	This element represents the 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 such as maintenance for roadway maintenance activities.	LADOTD	Existing
DOTD Toll Section	Louisiana Department of Transportation and Development (LADOTD) is an arm of the Louisiana government responsible for state-wide transportation. This LADOTD Section 70 is responsible for the financial transactions of fare/toll payments.	LADOTD	Planned
Electric Vehicle Charging Stations	This element represents the electric vehicle charging stations to be deployed under the National Electric Vehicle Infrastructure (NEVI) Funding Program. To disburse these funds, LADOTD is developing a competitive grant program that allows for a phased approach to the build out of electric vehicle supply equipment (EVSE) over five years that meets federal requirements of DC Fast Chargers within one mile of designated corridors.	Electric Charging Station Providers	Planned
Lake Charles TMC	This element represents the Lake Charles Transportation Management Center within the region that is responsible for local traffic management activities. The typical activities include traffic monitoring, traffic data collection, operation of ITS elements (CCTV, DMS, etc.), detection and verification of incidents, traffic signal monitoring, and other traffic management related activities. This also includes communicating with other agencies, districts, TMCs, and DOTD departments like maintenance for roadway maintenance activities.	LADOTD	Existing
Local Emergency Medical	This includes local hospitals as well as local emergency medical service providers (e.g., emergency rescue, ambulance, etc.).	Local Emergency Medical Providers	Existing
Local Emergency Operations Centers	This element represents emergency dispatch centers operated by local agencies including 911, emergency operation center, and fire response dispatch center.	Local Public Safety Agencies	Existing
Local Police Dept	This element represents Police Department dispatch center for each city within the MPO area.	Local Government Agencies	Existing

Element Name	Element Description	Stakeholder	Element Status
Local Print and Broadcast Channels	This includes local newspapers as well as radio and television broadcast providing transportation information.	Media	Existing
Local Traffic Operations Center	This element represents traffic operations or traffic engineering for local government agencies and 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 TMCs and other departments, such as maintenance, for roadway maintenance activities.	Local Government Agencies	Planned
Local Traffic Signal System	This element represents traffic signals operated and maintained by the City of Lake Charles	Local Government Agencies	Existing
Louisiana 511/ Website	This element provides traveler information service provided by the LADOTD in conjunction with private partner.	LADOTD	Existing
LSP Troop D	This element represents the Louisiana State Police department; the Lake Charles metropolitan area is covered by Troop D.	Louisiana State Police (Troop D)	Existing
Other Local Public Safety Agencies	These are the local police/sheriff departments and 911 centers for the agencies that do not have a primary role in Traffic incident management and enforcement on major highways in the area	Local Public Safety Agencies	Existing
Personal Devices	This element represents primarily PDA's, pagers, smartphones etc.	Public	Existing
Port of Lake Charles	The Port of Lake Charles is a deepwater seaport located in Lake Charles, Louisiana, on the Calcasieu Ship Channel, just north of the U.S. Gulf Coast. The Port is currently the 11th-busiest seaport in the U.S., based on the U.S. Army Corps of Engineer's 2014 figures.	Port of Lake Charles	Existing
Private Toll Payment Center	This element provides general payment administration capabilities and supports the electronic transfer of funds from the customer to the transportation system operator or other service provider.	Private Toll Manager	Planned
SWLA Database	This element represents SWLA data service which directly or indirectly collects and provides transportation system data.	Southwest Louisiana Regional Planning Commission	Existing
Toll Field Equipment	This element represents the devices and facilities that allow for the electronic and manual payment of fares/tolls.	Private Toll Manager	Planned
Tourism and Travel Service Information Sources	Private Tourism and Traveler Information Websites, local hotel associations, visitor centers, etc.	Tourism and Traveler Information Service Providers	Existing
Transit Service	The Department of Public Works Transit Division provides bus transportation for residents within the City of Lake Charles. There are currently five fixed routes operating within the City. The Calcasieu Parish Police Jury Office of Community Services offers transit services to residents outside the city limits. The Calcasieu Parish Public Transit (CPPT) system is operated to the public on a response-driven system. The City of Lake Charles Para-Transit Service offers a special mode of transportation to disabled people who meet federal eligibility guidelines. The Transit System is equipped with vans that have wheelchair access and can transport passengers from origin to destination, such as hospital clinics, doctor's offices, medical centers, grocery stores, pharmacies and more.	Local Government Agencies	Existing

Element Name	Element Description	Stakeholder	Element Status
Transit Vehicle	Transit vehicle refers to the rolling stock of vehicles for carrying passengers for transit service. It includes vehicles for both fixed route service and paratransit services. The on-board systems include passenger counting, fare collection, communication, security, vehicle maintenance and vehicle location systems.	Local Government Agencies	Existing
Traveler	This element represents the motorist or user of the regional transportation system.	Public	Existing

5.2 Transportation Needs

The transportation needs discussed in this section were gathered from surveys and meetings with state and local stakeholders. These needs address challenges such as flooding, incident management, congestion mitigation, traveler information, and emergency evacuation. Stakeholders are focused on building out the ITS system both with field devices (CCTV cameras, DMS, pedestrian warning systems, EV charging stations) and system improvements (fiber communications, data collection). While some devices are already deployed in the Lake Charles area and monitored from the Lake Charles 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 Lake Charles 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. Some other incidents, such as overturned tanker trucks carrying hazardous chemicals, have yet another group of appropriate personnel for contacting.

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-10, US 90, LA 108, LA 27, and US 171.

5.2.2 Emergency Management

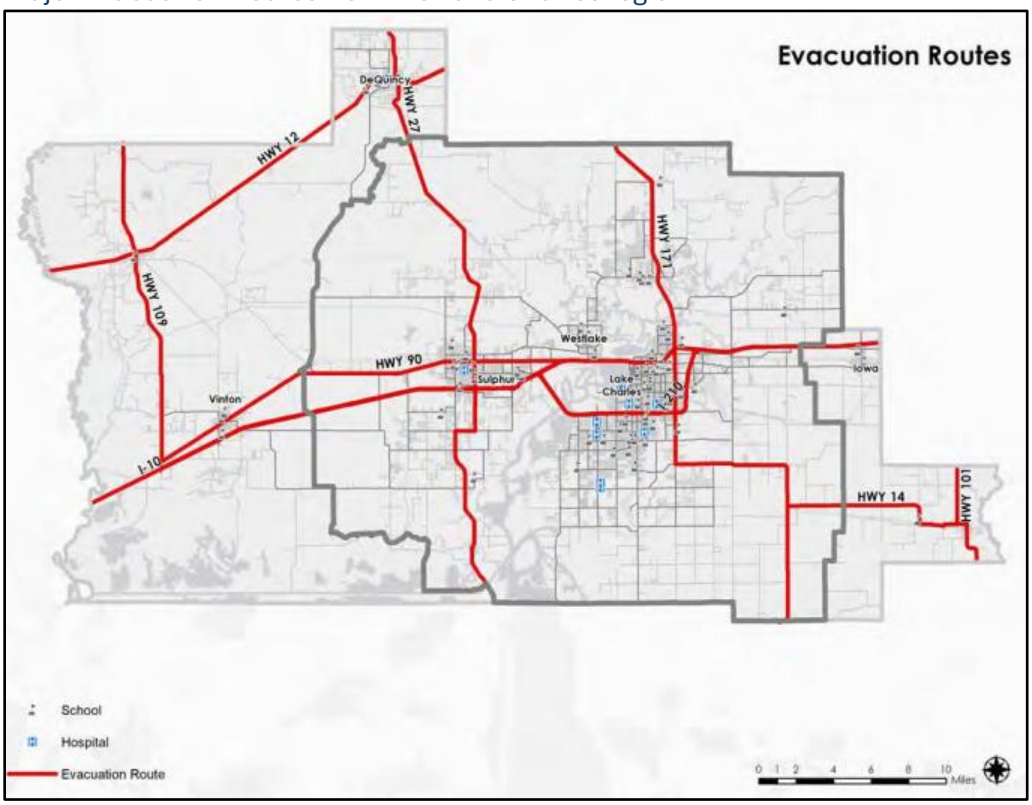
Hurricane activities are a major concern for Louisiana and especially the Lake Charles region. This region includes the major evacuation routes of I-10, I-210, US 90, US 171, LA 12, LA 14, LA 27, and LA 109. Hurricane evacuation routes are shown in **Figure 3**. Preceding hurricane activity, residents evacuate from coastal areas to safer locations, either along or further from the coast and even to neighboring states.

Flooding is another major concern with the Lake Charles region. To mitigate flooding impacts, a system of environmental sensors, specifically rain gauges, are aggregated and displayed on Calcasieu Parish Police Jury (CPPJ)'s website through the OneRain system, further described in **Section 5.2.15**.

With the significant industrial influence and expected growth in the area, spills of hazardous materials are also a major concern. In many cases, standard incident management may be sufficient to support an on road incident. If a facility, however, has an emergency incident, there may be a need to evacuate nearby areas and/or reroute traffic from these hazardous locations.

Additionally, the Pipeline and Hazardous Materials Safety Administration (PHMSA) outlines safety requirements which may come into effect with future Liquid Natural Gas (LNG) expansions in the region. If required, notfication systems for emergency management may be implemented for safety during evacuation and shelter in place events. These systems may require supplemental infrastructures, such as DMS, and/or means to use existing infrastructure in times of emergency.

Figure 3: Major Evacuation Routes from the Lake Charles region[3]



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

[3] Map was developed by the LCMPO 2045 Metro Transportation Plan, which can be found on the MPO website at: https://mpo.planswla.com/plans/LCMPO_2045_METRO_TRANSPORTATION_PLAN_READOPTED_9.3.2024.pdf

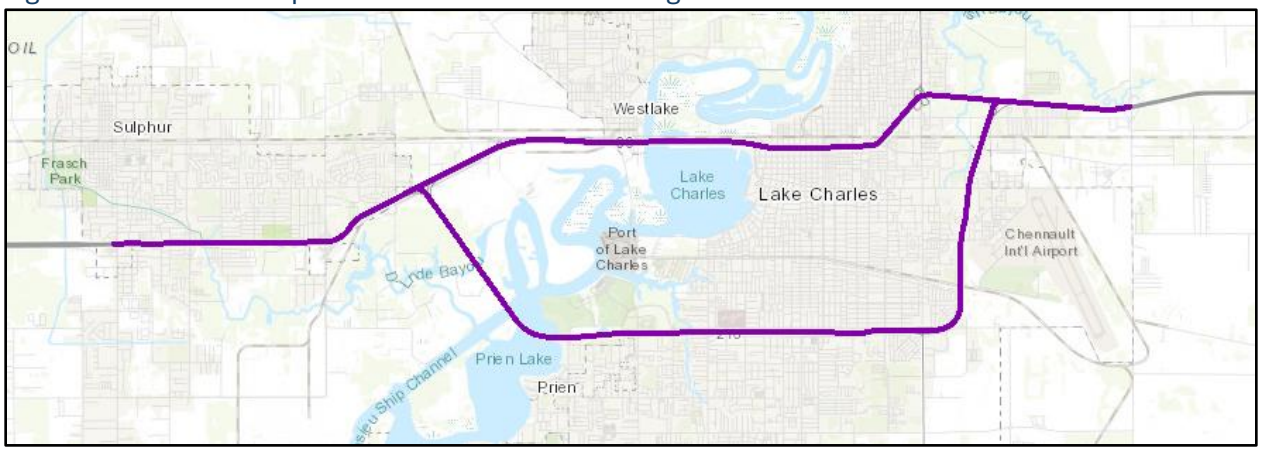
is to restore the interstate to peak traffic capacity." – LADOTD website on Motorist Assistance Patrol (MAP)

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 Lake Charles region, running 7 days a week, 6:30 am to 6:30 pm. This service currently runs out of Lake Charles TMC. Two critical interstate sections, shown in **Figure 4**, are monitored by MAP including:

- I-10: From LA 1256 to LA 397
- I-210: From I-10 (west interchange) to I-10 (east interchange)

Figure 4: MAP Routes operated in the Lake Charles 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. Intersections indicated with an asterisk (*) are priority choices based on TMC operator recommendations. These priorities are based on critical traffic flow of emergency responders and commercial traffic.

Table 4: Proposed CCTV Camera Locations

Corridor	Location
I-10	I-10 at LA/TX State Line
I-10	I-10 at Vinton Weigh Station
I-10	I-10 at US 90 (Toomey)
I-10	I-10 at LA 3063
I-10	I-10 at LA 108
I-10	I-10 at Emergency Crossover (MM 10)
I-10	I-10 at Fabacher Rd Overpass (MM 11)

Corridor	Location
I-10	I-10 at Wing Gully Bridge (MM 13)
I-10	I-10 at Choupique Rd Overpass (MM15)
I-10	I-10 at Pete Seay Rd Overpass (MM 17)
I-10	I-10 at Emergency Crossover (MM18)
I-10	I-10 at Hungerford Rd Overpass (MM 38)
I-10	I-10 at LA 838
I-10	I-10 at Calcasieu/Jefferson Davis Parish Line
I-10	I-10 East and West before US 165
I-10	I-10 at Mile Marker 46
I-10	I-10 at LA 101
I-10	I-10 at Oilfield Rd Overpass (MM 50)
I-10	I-10 at Mile Marker 52
I-10	I-10 at LA 99
I-10	I-10 at Hoke Rd overpass (MM 57)
I-10	I-10 at LA 395
I-10	I-10 at Bayou Grand Marais Bridge (MM 61)
I-10	I-10 at LA 26
I-10	I-10 at LA 97
I-10	I-10 at Jefferson Davis/Acadia Parish Line
US 90	US 90 before LA 3063 (Vinton)
US 90	US 90 before LA 27
US 90	US 90 before LA 108 (Sulphur)
US 90	US 90 at PPG (West Lake Zetron)
US 90	US 90 at LA 14
US 90	US 90 at LA 397
LA 108	LA 108 before Maplewood Drive (DMS 4)
LA 108	LA 108 before Industrial Drive (DMS 5)
LA 27	LA 27 before Jimmy Jones Road (Cameron Ferry DMS 6)
LA 27	LA 27 at Choupique Bayou Bridge
LA 27	LA 27 at Ellender Bridge
LA 27	LA 27 at Hog Island Gully Canal Bridge (Hackberry)
LA 27	LA 27 at West Cove Boat Ramp
LA 27	LA 27 at LA 82 (Holly Beach)
LA 27	LA 27 at Cameron Ferry
LA 27	LA 27/LA 82 at LA 1143
LA 27	LA 27 at Intracoastal Canal Waterway Bridge (Gibbstown)
LA 27	LA 27 at LA 384
LA 27	LA 27 South before Boeuf Road (Cameron Ferry DMS 7)
LA 27	LA 27 at LA 14 (Holmwood)
US 165	US 165 North before I-10

Corridor	Location
US 165	US 165 South before I-10

5.2.5 Dynamic Message Signs

The location of 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 DMS may be installed at critical locations.

Additionally, developments in LNG facilities in the region may require emergency notification systems to be installed for evacuation or shelter in place incidents. These systems may include additional DMS or a means to override existing signs to provide emergency messaging.

Table 5: Proposed DMS Locations

Corridor	Location
I-10	I-10 East and West at US 90 (Toomey)
I-10	I-10 East and West at LA 108 (Vinton)
I-10	I-10 East and West at Ruth Street
I-10	I-10 West at Mile Marker 22
I-10	I-10 East and West before I-10/I-210 (Sulphur)
I-10	I-10 East and West at PPG
I-10	I-10 East and West at Enterprise
I-10	I-10 East and West at US 171
I-10	I-10 East at Mile Marker 35
I-10	I-10 West at LA 383
I-10	I-10 East and West at US 165
I-10	I-10 East and West at LA 26 (Jennings)
I-10	I-10 East and West at the Jefferson Davis/Acadia Parish Line
US 90	US 90 East and West before LA 27
US 90	US 90 East and West before LA 108 (Sulphur)
US 90	US 90 East and West before LA 3063 (Vinton)
US 90	US 90 North and South before I-10
LA 27	LA 27 North and South before Choupique Bayou Bridge
LA 27	LA 27 North and South before Ellender Bridge
LA 27	LA 27 South before LA 82 (Holly Beach)
LA 27	LA 27 /LA 82 before Cameron Ferry
LA 27	LA/27/LA 82 North South East and West at LA 1143
LA 27	LA 27 North and South before Intracoastal Waterway Bridge (Gibbstown)
LA 27	LA 27 North and South at LA 384
LA 27	LA 27 /LA 82 before Cameron Ferry
LA 27	LA 27 North and South at LA 14 (Holmwood)
LA 108	LA 108 East and West before I-10
US 171	US 171 North and South before I-10

Corridor	Location
US 165	US 165 North and South before I-10
LA 26	LA 26 East and West before I-10
LA 82	LA 82 North and South before LA 27 (Holly Beach)
LA 384	LA 384 East before LA 27

5.2.6 Communications

There are existing communications infrastructure in the Lake Charles region which support the ITS system. LADOTD has fiber optic communications along I-10 and I-210, supporting CCTV and DMS locations along these interstates. Additionally, point-to-point (PtP) and point-to-multipoint (PtMP) unlicensed wireless ethernet radios are used to spread LADOTD's communications network down signal corridors, primarily to support adaptive traffic signal communications. These corridors are identified in **Section 5.2.14**. Finally, LADOTD has locations connected through cellular modems which support DMS and adaptive traffic signal operations where it was cost prohibitive for other types of communication.

5.2.7 Vehicle Detection

Multiple agencies 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. Intersections with adaptive signal systems have detectors which can detect more than the presence detection used for standard actuation. To support signal utilization, vehicle volumes are collected. Other data, such as classification, speed, headways, etc. can be collected with these detectors. Additionally, Bluetooth detectors are found at key intersections along the adaptive corridors. Bluetooth detectors can detect vehicles and other Bluetooth devices (typically phones) to develop reliable travel time data.

5.2.8 Lake Charles Transportation Management Center (TMC)

LADOTD has a full-time staffed TMC to support the Lake Charles region, located at the District 07 office. Additionally, SWRPC is currently evaluating the feasibility of developing a local traffic operations center which would include support from multiple agencies to provide more comprehensive cross-agency communication and operations.

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.

One planned example of this in the region is for the construction of the new I-10 bridge. This tolled bridge will also include geometric changes of I-10 and adjacent frontage roads at each foot of the bridge. These geometric changes will require the relocation of some existing CCTV camera poles and cabinets including fiber optic communications and power.

5.2.11 Connected and Autonomous Vehicles

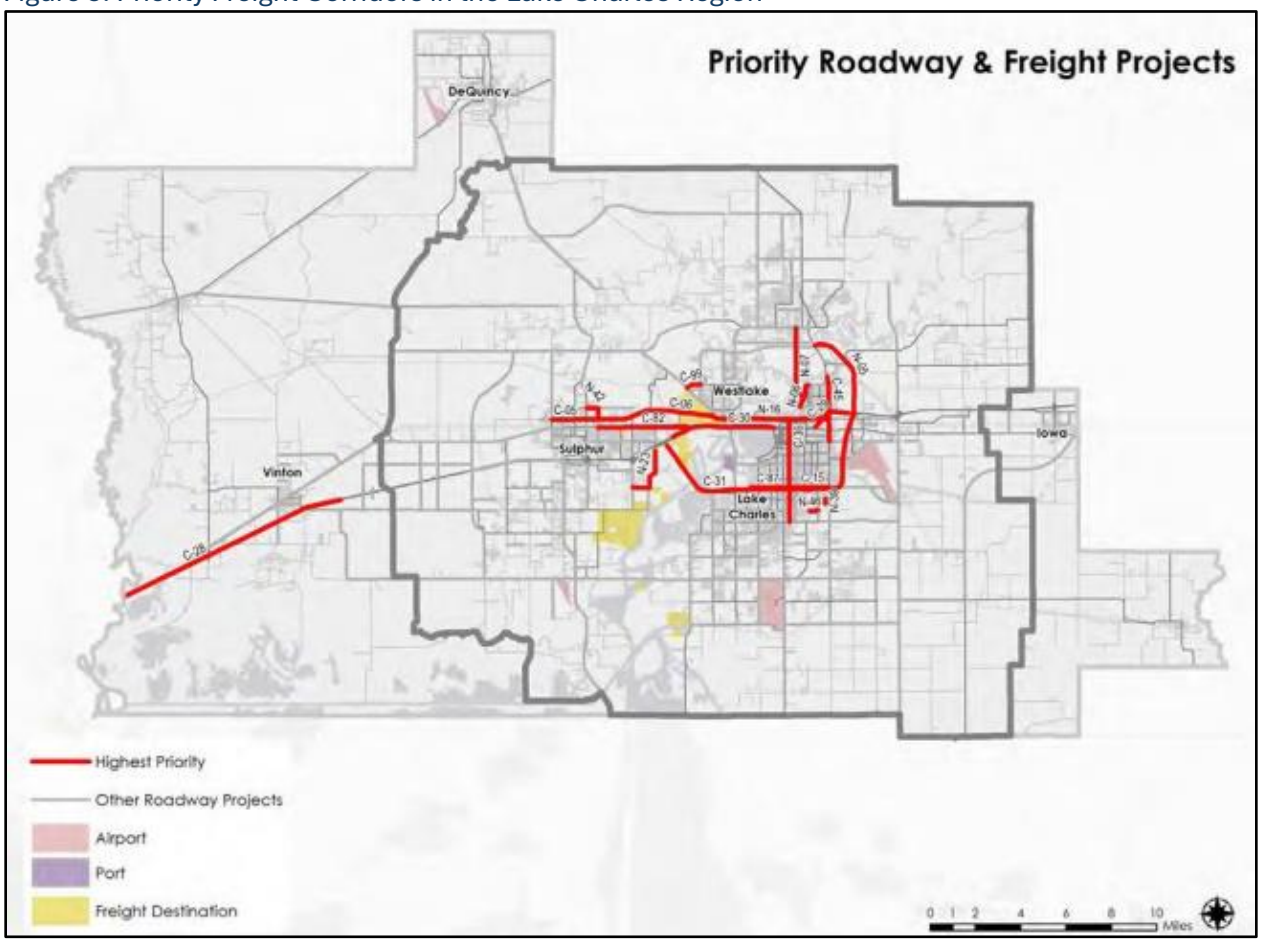
The Federal Highway Administration plays a pivotal role in national research related to roadway infrastructure. As part of this effort, they are actively developing policies and transportation planning tools specifically focused on CAVs. These policies and tools include:

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 other regions, LADOTD has agreements with private entities for testing autonomous commercial trucking. As this technology develops, it may be critical to support major freight corridors with appropriate supporting systems. **Figure 5** indicates the priority roadway and freight corridors within the Lake Charles region. These locations were identified as part of the *LCMPO 2045 Metropolitan Transportation Plan*.

Figure 5: Priority Freight Corridors in the Lake Charles Region



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.

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. They have created a public survey and encourage feedback through their website. The goals of the state include enhancing EV infrastructure to support increased EV adoption, improving accessibility, and ensuring the infrastructure meets federal standards. The plan outlines specific goals for each year over the next five years, focusing on expanding the network and upgrading existing infrastructure. Round 1 locations have been identified and do not include locations within the Lake Charles urbanized region; however, future rounds are expected to include corridors within this region. Round 1 does include locations along I-10, roughly midway between Lake Charles and Lafayette, LA.

Alternative fuel stations have been installed within the region through other measures. EV charging stations, Compressed Natural Gas (CNG) stations, and Ethanol stations are present in the Lake Charles region. These locations, shown in **Figure 6**, are provided by the U.S. Department of Energy and indicate eight Electric, one CNG, and one Ethanol station in the region.

Additionally, LCMPO is working on a grant to provide hydrogen charging stations in Lake Charles and other regions in the state. This project is also expected to collect travel data on hydrogen fuel trucks.

Figure 6: Alternative Fuel Station Locations within the Lake Charles Region[4]

5.2.13 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.

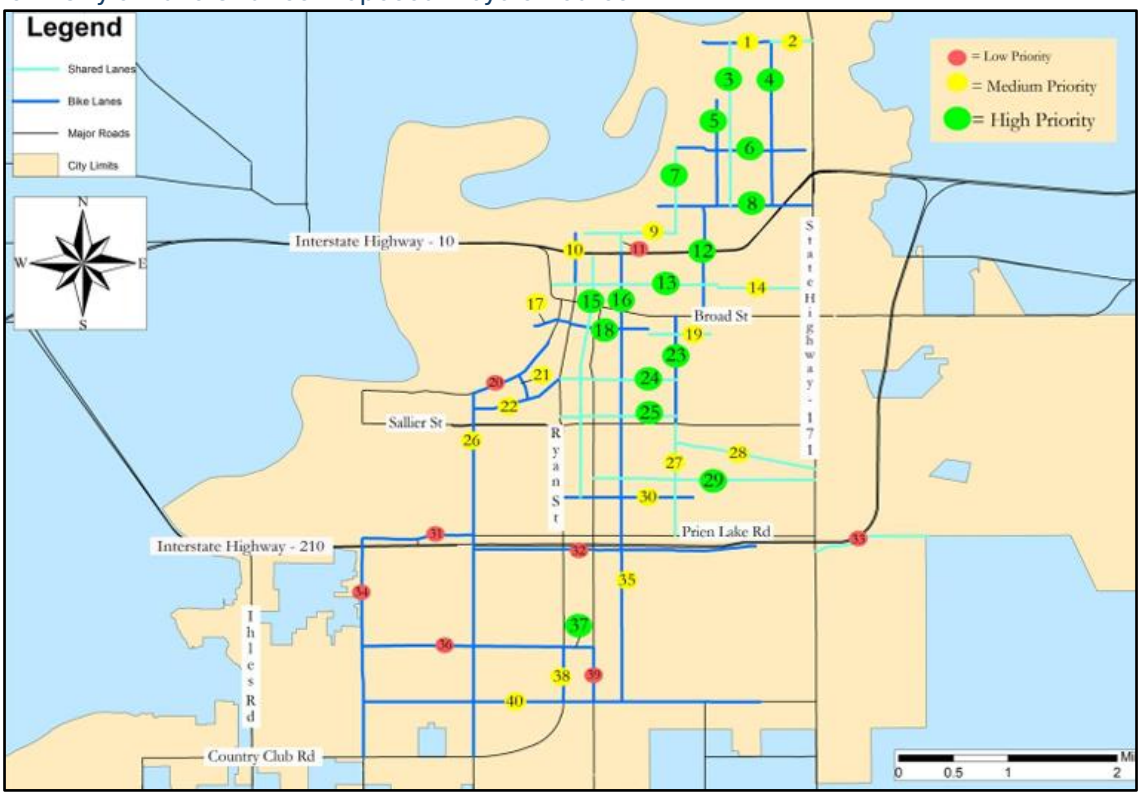
[4] Interactive map of alternative fuel station locations can be found at: https://afdc.energy.gov/stations#/find/nearest.

LADOTD is currently pursuing projects to provide additional safety measures to areas with vulnerable road users. Specifically, near Prien Lake Elementary School, a rapid flashing beacon system is currently being developed in an ongoing study. Moss Bluff Elementary School is also being looked at for similar improvements.

LCMPO is also pursuing additional safety measures for pedestrians. Specifically, on John Stine Road, a signalized crossing is being assessed near Westlake High School.

Additionally, the City of Lake Charles has assessed needs for bicycle and pedestrian routes. More information can be found in *The City of Lake Charles Bicycle and Pedestrian Master Plan*, provided on the City's website. 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 7: City of Lake Charles Proposed Bicycle Routes[5]



5.2.14 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

[5] Map is from *The City of Lake Charles Bicycle and Pedestrian Master Plan* and can be found at https://www.cityoflakecharles.com/egov/documents/1353011717_934204.pdf.

can significantly reduce fuel consumption and lower emissions, contributing to a cleaner environment.

Moreover, adaptive traffic signals enhance overall road safety. By responding to real-time traffic data, these systems can prioritize emergency vehicles, reduce the likelihood of accidents at busy intersections, and improve pedestrian safety by adjusting crossing times based on foot traffic. This technology also supports public transportation by giving priority to buses and trams, ensuring they stay on schedule and providing a more reliable service for commuters. In essence, adaptive traffic signals not only improve the efficiency of the transportation network but also promote a safer, more sustainable, and more reliable urban environment.

The Lake Charles region benefits from this type of system through coordinated signal corridors and isolated intersections. The signal corridors with adaptive traffic signals are located along the following corridors:

- LA 378
- LA 108
- US 90
- LA 1256
- US 171
- LA 14

These corridors are managed by LADOTD D07 through a server located at the district office, connected to the intersections primarily through DOTD fiber optic and wireless ethernet communications. Some isolated intersections are connected through cellular communications.

LADOTD D07 desires an expansion of the current system and would like to see all signals in the region on adaptive operations. Specifically, two additional corridors, LA 1138-2 and LA 385, are being assessed for adaptive signal corridor deployments.

5.2.15 Road Weather Information Systems

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

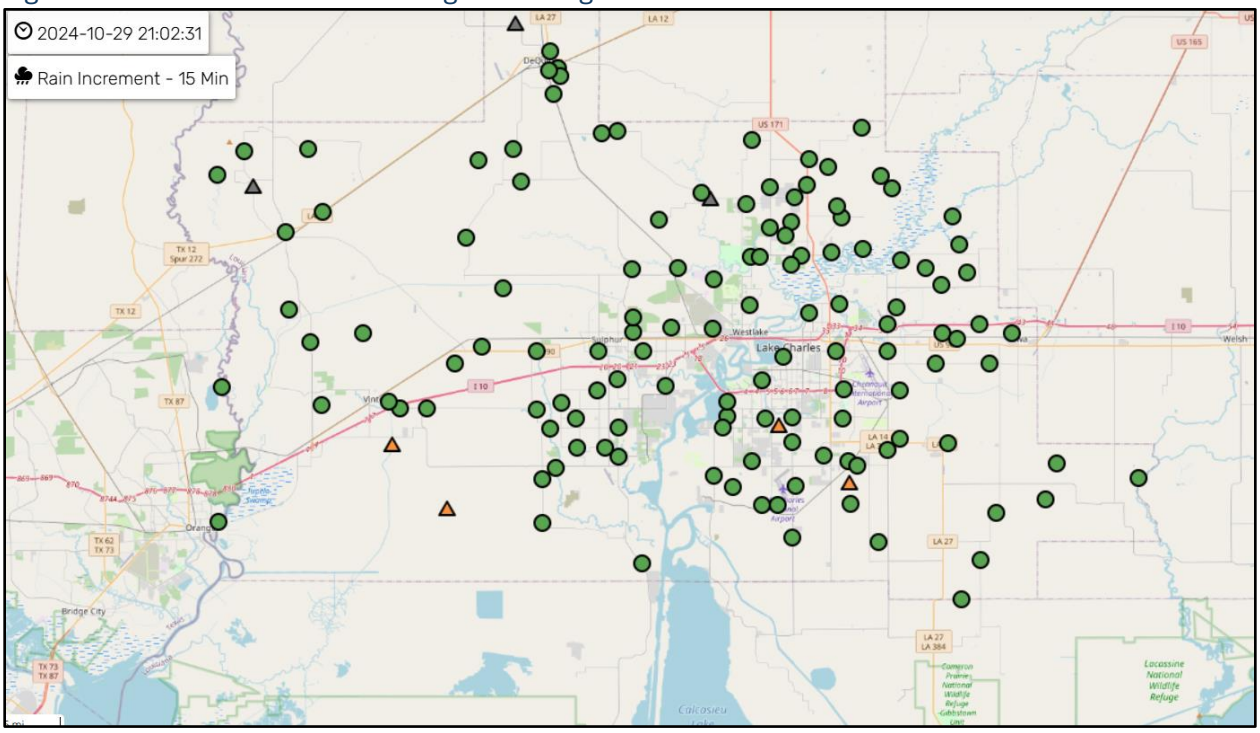
- Temperature: RWIS can measure both air and road surface temperatures, which is crucial for predicting hazardous conditions.
- Precipitation: These systems monitor the type and amount of precipitation, such as rain, snow, or sleet, helping to assess road conditions.
- Wind Speed and Direction: Knowing the wind conditions can help in managing high-wind areas, especially on bridges and open stretches of road where strong gusts can be dangerous.
- Humidity: Measuring humidity levels aids in understanding the likelihood of fog formation and its impact on visibility.
- Barometric Pressure: This data helps in forecasting weather changes, which can be critical for planning road maintenance and emergency responses.

- Road Surface Conditions: RWIS can detect the presence of water, ice, or snow on the road surface, providing real-time information about driving conditions. This could be especially critical with the region's many bridges.
- Visibility: Some systems include sensors to measure visibility, which is essential for warning drivers about fog, heavy rain, or snow that can reduce visibility.

RWIS sensor data can be used to identify when road sections need to be closed due to flooding, high winds, ice, or other environmental hazards. LADOTD has RWIS pilots in other regions of the state and has shown interest in their deployment in similar areas for support in identifying fog or flood events.

Calcasieu Parish Police Jury (CPPJ) has developed a system to aggregate data from RWIS sensors, primarily precipitation sensors, called OneRain. This system allows the region to monitor environmental hazards, such as flooding, which affect the roadway and can alert residents as well as be used for transportation operations during inclement weather conditions. A map of the sensors in the region is shown below in **Figure 8**. LADOTD ITS has interest in integrating the data from this system into their current ATMS system.

Figure 8: OneRain Interface Showing Rain Gauge Locations[6]



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

[6] CPPJ OneRain tool can be explored through their website at https://cppj.onerain.com/.

emissions from idling cars. Overall, travel time systems make commuting more efficient and improve the quality of life for everyone on the road.

Although the Lake Charles region does not currently have travel time systems implemented, it currently has Bluetooth detection devices along many major corridors which can provide the data needed for this type of system. Additionally, radar detectors are deployed at many of the adaptive corridors in the region which can perform vehicle speed data collection, furthering the resources for deploying this type of system.

5.2.17 Dynamic Toll Pricing

Dynamic toll pricing is a system which allows for variable toll costs based on real time assessments of travel time and demand. In general, during peak traffic times, toll prices increase, encouraging some drivers to use alternate routes, improving congesting and travel time reliability. For example, transit and freight drivers may time routes to avoid times of shift change for industrial facilities to receive lower cost tolls. In addition to travel and congestion benefits, dynamic toll pricing has environmental benefits of lower emissions through reduced congestion, revenue benefits through elevated toll collection, and safety improvements through more steady and reliable traffic flow.

A major construction project coming to the Lake Charles region is the reconstruction of the I-10 bridge which crosses the Calcasieu River near Lake Charles, connecting the cities of Lake Charles to Westlake along Louisiana's most travelled corridor. Planning for this bridge is underway, and the current status can be found at the project's website: https://i10lakecharles.com/.

This project is expected to include tolling, and at this time, dynamic tolling is not expected. The development of this project will take many years, however, and may include systems that are not currently planned.

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 at 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 Automated Incident Detection (AID)

Automated incident detection 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.

5.3.4 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.

5.3.5 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.

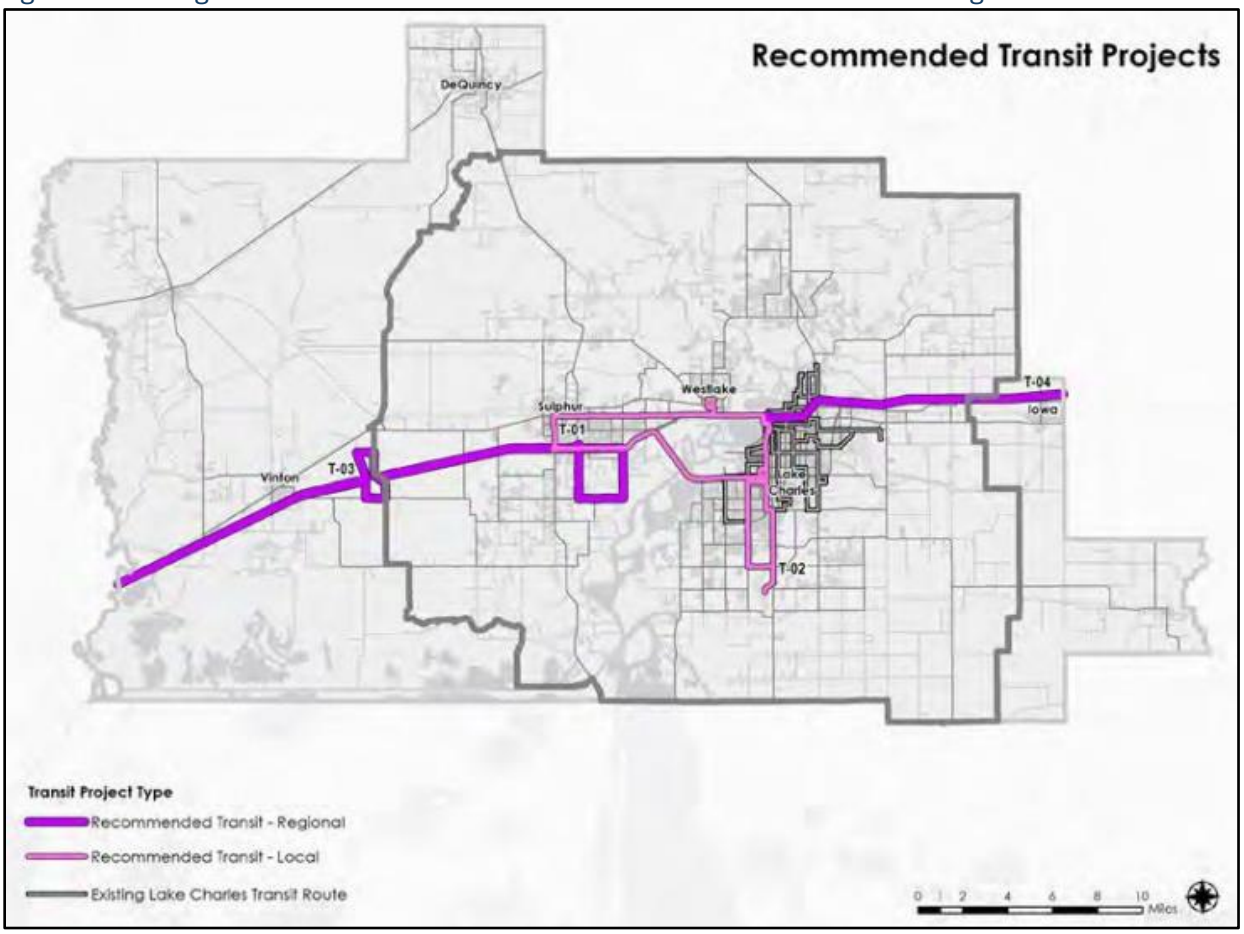
Currently, transit operations are provided by City of Lake Charles and are generally confined to the downtown area. Operations for this transit system operate from 5:45 am to 5:45 pm on Monday through Friday. There are five transit routes for this region including:

- Kirkman/University
- Simmons/Prater
- Sowela/Mill
- Oak Park/Power Center
- Nelson Road/Country Club

More information on these existing routes, including their stops can be found on the City of Lake Charles website at https://www.cityoflakecharles.com/department/division.php?structureid=194. A map of these existing routes and those recommended in the *2045 Metropolitan Transportation Plan (MTP)* can be found in **Figure 9**.

Stakeholders from multiple agencies acknowledge the importance of the transit system, which services a key demographic of the population and helps provide equity to the area. Stakeholders see the benefits for providing supplemental transit services such as transit signal priority and Mobility-as-a-Service, discussed in **Section 5.3.8**.

Figure 9: Existing and Recommended Transit Locations in the Lake Charles Region[7]



5.3.6 Automated Traffic Enforcement

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

5.3.7 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

[7] Existing and recommended transit routes were identified through the *2045 Metropolitan Transportation Plan (MTP)* developed by LCMPO, which can be located for review on their website at https://mpo.planswla.com/plans/LCMPO_2045_METRO_TRANSPORTATION_PLAN_READOPTED_9.3.2024.pdf.

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.

5.3.8 Mobility-as-a-Service (MaaS)

Mobility-as-a-Service is an all in one solution which integrates various forms of transport services into a single platform, such as an app. Developing a clear path for using shared transportation such as rideshare and bus transit together to handle mobility needs allows users to feel more secure in their decision to rely on these types of transportation. In addition to providing convenience to customers, MaaS can be used as a systems approach to transit and help identify service needs for travelers. Key features of this service include journey planning, booking and payment, and real-time information. Benefits include accessibility and flexibility, making it easier for people to navigate urban areas. Additionally, it supports economic growth by improving the efficiency of transportation networks through reducing the need for additional vehicles. MaaS provides a more sustainable, user-friendly transportation system that benefits individuals and the region.

6 ITS Services

ITS encompasses a range of activities aimed at enhancing the efficiency, safety, and convenience of the regional transportation system through improved information management, advanced systems, and new technologies. These services cater to various stakeholders, with some being specific to individual primary stakeholders, while others necessitate broad participation. In **Appendix F**, a concise overview of the ITS services that address transportation needs in the region can be found. 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 Lake Charles 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 Lake Charles region. **Appendix G** summarizes the operational concept for the Lake Charles 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 proposed Lake Charles Regional ITS Architecture.

Table 6: Proposed ITS Projects[1]

Name	Description	Service Scope	Geographic Scope	Timeframe	Service Packages	Priority	Design Cost ($1,000)	Capital Cost ($1,000)	O&M Cost ($1,000)
I-10 Lake Charles Calcasieu River Bridge	Replace existing bridge structure and provide geometric improvements	ITS components will include relocation of utilities (power and communications) and existing ITS sites as well as implementing a tolling system	I-10 bridge crossing over Calcasieu River with improvements extending past the I-210 interchanges to the east and west	Ongoing	TBD	1	TBD	TBD	TBD
Lake Charles Traffic Signal Upgrades	Upgrade existing traffic signals in corridors and provide communications to the controllers to support coordination and changes to operational parameters remotely	Where needed, upgrade includes mast arm poles, controller cabinets, controllers, vehicle detection, wiring, signal heads, signage, pedestrian access ramps, pedestrian push buttons, communications, central system software, emergency vehicle preemption, and integration. Operations of signal systems are based on owner agencies and established agreements.	-Ryan Street (Church St - McNeese St) -Lake Street (Sallier St - Country Club Rd) -12th Street (Ryan St - LA 14) -Kirkman Street (Mill St - McNeese St) -Common Street (12th St - W Lincoln Rd) -Louisiana Ave (College St - McNeese St) -Enterprise Blvd (Church St - College St) -LA 14 (Fruge St - McNeese St) -Nelson Road (Prien Lake Rd - Gauthier Rd -LA 384 (Big Lake Rd - Gulf Hwy) -Prien Lake Road (Nelson Rd - LA 14) -Broad Street (Lakeshore Dr - Pamco St) -Lakeshore Drive (I-10 South Frontage Rd - Broad St) -McNeese Street (Nelson Rd - LA 14)	5+ years	MC05, PS03, PS13, TM01, TM03, TM07, TM13, TM15	2	473 - 840	9,450 - 10,500	1,450 - 3,000
Lake Charles ITS Phase 4	Project to deploy ITS field equipment for the remainder of the I-10 corridor West to support Incident Management	Project includes DMS, CCTV cameras, vehicle detection, communications and integration. Field equipment to be operated by the LADOTD Statewide TMC/Lake Charles TMC	I-10 from the I-10/I-210 Interchange in the West to the Texas State Line. -DMS west of I-10 @ LA 109 -CCTV Cameras @ I-10@LA 109 and I-10@LA 108	2-5 years	MC05, MC06, TM01, TM03, TM05, TM08, TM19, VS03, WX01	3	300 - 450	1,500 - 2,000	200 - 500
I-10 Queue Warning Systems	Deploy queue warning systems upstream of vertical and horizontal curves	The system will consist of queue detection systems, static signs with flashing beacons and	Locations on I-10 EB I-10 in advance of LA 1256(RUTH)/Exit 20	5+ years	MC05, MC06, TM01,	4	500 - 1,000	7,000 - 9,000	700 - 900

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

Name	Description	Service Scope	Geographic Scope	Timeframe	Service Packages	Priority	Design Cost ($1,000)	Capital Cost ($1,000)	O&M Cost ($1,000)
	with limited sight distances to give advance warning to approaching vehicles of stopped or slowed traffic ahead. Queues from train events that cause exit ramp queues to occupy the mainline are also included.	communications. The queue detection and warning system will include. System shall also send notifications to TMC or District Office when a queue is detected and system is activated.	EB I-10 for LA 1256(RUTH)/Exit 20 Overpass EB I-10 in advance of LA 27(BEGLIS)/Exit 21 EB I-10 in advance of permanent DMS EB I-10 for curves to east of LA 108/Exit 23 EB I-10 in advance of I-210 EAST (LAKE CHARLES BY-PASS)/Exit 25 EB/WB I-10 for fly ramps to East I-210 at I-210 West Interchange EB I-10 for US 90(WEST)/PPG DR/TROUSDALE RD/Exit 26 Overpass EB I-10 for curves to east of US 90 (WEST)/PPG DR/TROUSDALE RD/Exit 26 Overpass WB I-10 for Calc. River Bridge near LA 378/Exit 27 EB I-10 for Calc. River Bridge near LA 385/NORTH LAKESHORE DR/Exit 30A EB/WB I-10 for LA 385 (Lakeshore Drive) Overpass EB/WB I-10 for RYAN Overpass EB/WB I-10 for BILBO Overpass EB/WB I-10 for KIRKMAN Overpass EB/WB I-10 for US 90 BUS(X)(EAST)/ENTERPRISE BLVD/Exit 31A Overpass EB/WB I-10 for SHATTUCK Overpass EB/WB I-10 for curves and US 90 Overpass EB/WB I-10 for OPELOUSAS ST/Exit 32 EB I-10 for curves near US 171(NORTH)/DERIDDER/SHREVEPORT/Exit 33 WB I-10 in advance of US 171(NORTH)/DERIDDER/SHREVEPORT/Exit 33 WB I-10 in advance of US 171(NORTH)/DERIDDER/SHREVEPORT/Exit 33 WB I-10 in advance of permanent DMS WB I-10 in advance of LA 397(CREOLE)/Exit 36 WB I-10 in advance of LA 397(CREOLE)/Exit 36 WB I-10 in advance of US 165(KINDER ALEXANDRIA)/Exit 44		TM03, TM05, TM08, TM19, VS03, WX01				

Name	Description	Service Scope	Geographic Scope	Timeframe	Service Packages	Priority	Design Cost ($1,000)	Capital Cost ($1,000)	O&M Cost ($1,000)
			WB I-10 in advance of US 165(KINDER ALEXANDRIA)/Exit 44						
I-210 Queue Warning Systems	Deploy queue warning systems upstream of vertical and horizontal curves with limited sight distances to give advance warning to approaching vehicles of stopped or slowed traffic ahead. Queues from train events that cause exit ramp queues to occupy the mainline are also included.	The system will consist of queue detection systems, static signs with flashing beacons and communications. The queue detection and warning system will include. System shall also send notifications to TMC or District Office when a queue is detected and system is activated.	Locations on I-210 WB I-210 for fly ramp to West I-10 near I-210 Ramp/Exit 1 WB I-210 for fly ramp to East I-10 near I-210 Ramp/Exit 1 WB I-210 for PRIEN LAKE RD/Exit 3 Overpass WB I-210 for LA 1138-2 (Nelson Road) Overpass WB I-210 for HOLLY HILL RD. Overpass WB I-210 for LAKE ST. Overpass WB I-210 for ERNEST ST. Overpass WB I-210 for LA 385 (Ryan St) Overpass WB I-210 for COMMON ST. Overpass WB I-210 for KIRKMAN ST. Overpass WB I-210 for LOUISIANA AVE. Overpass WB I-210 for ENTERPRISE BLVD. Overpass WB I-210 for TEXAS ST. Overpass WB I-210 for 5TH AVE. Overpass WB I-210 for LA 14 Overpass WB I-210 for curves east of LA 14(GERSTNER MEMORIAL DR)/Exit 8 WB I-210 for Railroad Overpass I-210 WB for LA 1138-3 (Legion St) Overpass WB I-210 for BROAD ST. Overpass I-210 WB for US 90 (Fruge St) Overpass WB I-210 for Railroad Overpass EB I-210 for fly ramp to West I-10	5+ years	MC05, MC06, TM01, TM03, TM05, TM08, TM19, VS03, WX01	5	500 - 1,000	7,000 - 9,000	700 - 900
CCTV Camera Coverage Enhancements	This project will address gaps in CCTV camera coverage on I-10 and I-210 to enhance Statewide TMC Operators ability to monitor traffic in the corridors	Deploy CCTV cameras, poles, pole foundations and communications with integration to Statewide TMC.	I-10 Corridor -Ruth Street -LA 108 -I-10/I-210 Interchange (West) -Calcasieu River Bridge near MM 25 -US 90 -Shattuck Street -US 171 -I-10/I-210 Interchange (East) -LA 397 I-210 Corridor -US 90 -Legion Street	5+ years	MC05, MC06, TM01, TM03, TM05, TM08, TM19, VS03, WX01	6	100 - 175	1,900 - 2,200	300 - 600

Name	Description	Service Scope	Geographic Scope	Timeframe	Service Packages	Priority	Design Cost ($1,000)	Capital Cost ($1,000)	O&M Cost ($1,000)
			-LA 14 -Ryan Street -Prien Lake Bridge -I-210 Bridge Approach						
Lake Charles Traffic Signal Upgrades (Phase II)	Upgrade existing traffic signals in corridors and communications to the controllers to support coordination and changes to operational parameters remotely	Where needed, upgrade includes mast arm poles, controller cabinets, controllers, detection, wiring, signal heads, signage, pedestrian access ramps, pedestrian push buttons, communications, central system software, emergency vehicle preemption, and integration. operations of signal systems are based on owner agencies and established agreements.	-Big Lake Rd (Country Club Rd -W Lincoln Rd) -W Lincoln Rd (Big Lake Road - Gulf Hwy) -US 90 (Picard Rd - Trousdale Rd) -Beglis Pkwy (Houston River Rd - Dave Dugas Rd) -Cities Service Hwy (Beglis Pkwy - US 90 -LA 1256 (I-10WB Ramp - Walker Rd) -LA 378 (N Perkins Ferry Rd - US 171) -Sampson Street (I-10 S Frontage Rd - Phillips Rd)	10+ Years	MC05, PS03, PS13, TM01, TM03, TM07, TM13, TM15	7	90 - 160	1,800 - 2,000	275 - 560
Lake Charles ITS Phase 5	Deployment of ITS to movable bridges	Automation of drawbridge including but not limited to access controls, indications, arms, barriers, CCTV, status signs	LA 387 drawbridge	10+ Years	MC05, MC06, TM01, TM03, TM05, TM08, TM19, VS03, WX01	8	300 - 600	1,500 - 3,000	200 - 500
DMS Decommission	Decommission DMS sites including removing signs, structures, and cabinets	Decommission one DMS site. May include modifications to communications.	Statewide	10+ years	MC06, TM06, TM08, TM19, TM20, TM21, WX03	9	5 - 15	50 - 150	N/A

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 Lake Charles region aims to expand and enhance existing ITS, identifying the responsible agency for proposed ITS projects and assessing necessary O&M resources becomes paramount. Additionally, increased ITS deployment in the region may reduce available funds for subsequent deployments.

In this document, O&M responsibilities are addressed in two sections: one defining agency-specific O&M responsibilities and the other specifying O&M funding requirements. **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 does 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 Lake Charles 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 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 architecture enables the deployment of interoperable systems at local, regional, and national levels 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 Lake Charles 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
Advanced Traffic Controller Joint Committee	Application Programming Interface Standard for the Advanced Transportation Controller	ITE ATC 5401
Advanced Traffic Controller Joint Committee	Intelligent Transportation System Standard Specification for Roadside Cabinets	ITE ATC 5301
Advanced Traffic Controller Joint Committee	Model 2070 Controller Standard	ITE ATC 5202
International Organization for Standardization	Intelligent transport systems -- Communications access for land mobiles (CALM) -- Architecture	ISO 21217
National Electrical Manufacturers Association	Cyber and Physical Security for Intelligent Transportation Systems	NEMA TS 8
National Electrical Manufacturers Association	Hardware Standards for Dynamic Message Signs (DMS) With NTCIP Requirements	NEMA TS4
National Electrical Manufacturers Association	Portable Traffic Signal Systems (PTSS) Standard	NEMA TS 5
National Electrical Manufacturers Association	Traffic Controller Assemblies with NTCIP Requirements	NEMA TS2
National Institute for Standards and Technology	Security Requirements for Cryptographic Modules	NIST FIPS PUB 140-2
Not Applicable	Dedicated Short-Range Communications Roadside Unit Specifications (FHWA-JPO-17-589)	CTI 4001

11 Agreements

In this section, agreements are outlined related to information exchange between stakeholder organizations whose ITS are involved in sharing data. These agreements pertain to both existing and future collaborations. No official agreements were identified in this region; however, unofficial agreements are in place between agencies.

LADOTD D07 and LADOTD ITS have an unofficial agreement on the maintenance of communications infrastructure that supports the ITS and adaptive traffic signals in the region. LADOTD ITS maintains the fiber and wireless radio infrastructure connecting field sites to the LADOTD network. LADOTD D07 maintains additional wireless radios which extend communications down the signal corridors.

Additionally, LADOTD has an unofficial agreement with CPPJ regarding one traffic signal which is connected to the LA 1256 adaptive corridor. Communications and signal controller operations are maintained by LADOTD, while the remainder of the signal components are maintained by CPPJ.

Appendix C is included in the Appendix as a placeholder for any future official agreements.

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[9], 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[10] 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

[9] https://ops.fhwa.dot.gov/its_arch_imp/guidance.htm - Accessed April 2024

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

Cooperative and Intelligent Transportation) can introduce new service packages or refine existing ones. Regions should consider these changes in the context of their specific needs.

4. Stakeholder or Element Name Changes: Agencies may rebrand, merge, or split, leading to changes in their names. Similarly, project definitions can impact element names. Keeping the architecture up to date with accurate stakeholder and element names is essential.
5. Interactions with Other Architectures: Regional ITS architectures don't exist in isolation. They interface with neighboring regions and statewide architectures. Changes in one architecture may necessitate adjustments in another to maintain consistency.
6. Project Definition or Implementation: Actual projects may alter the architecture by adding, removing, or modifying services, elements, interfaces, or information flows.

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

12.2 Who Maintains the Regional ITS Architecture

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

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

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

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

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

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

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

- LADOTD District 07
- LADOTD ITS Section (Section 56)
- Louisiana State Police (Troop D)
- Southwest Louisiana Regional Planning Commission
- Lake Charles Urbanized Area Metropolitan Planning Organization
- Calcasieu Parish Police Jury

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 Lake Charles Regional ITS Architecture.

12.3 When to Update the Regional ITS Architecture

The update interval for regional intelligent transportation systems 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 Technical Advisory Committee will formally accept any revisions, changes, or updates to the ITS architecture.

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

1. **Changes in Regional Needs:**
    a. Regional ITS architectures are designed to address regional transportation planning needs.
    b. Over time, these needs can evolve, requiring updates to the corresponding aspects of the regional ITS architecture.
    c. Expressing these changes in planning documents, such as the Regional Transportation Plan, is essential.
2. **Introduction of New Stakeholders:**
    a. As regional needs change, new stakeholders may become involved.
    b. The relevant parts of the regional ITS architecture addressing these needs should be updated.
3. **Expansion of Service Scope:**
    a. The range of services considered within the regional ITS architecture may expand.
    b. This expansion could result from updates to the National ITS Architecture, which includes new user services or better definitions of existing elements.
4. **Changes in Stakeholder or Element Names:**
    a. Agency names or element descriptions may change due to mergers, splits, or renaming.

   b. Element names can also evolve as projects are defined.
   c. The regional ITS architecture should use current, accurate names for stakeholders and elements.
5. **Interactions with Other Architectures:**
   a. A regional ITS architecture covers not only elements within a region but also interfaces to adjoining regions.
   b. Changes in one region's architecture may require adjustments in an adjoining region to maintain consistency.
   c. Overlapping architectures (e.g., statewide and regional ITS architectures) may also necessitate mutual updates.
6. **Project Definitions and Implementation:**
   a. Project definitions can lead to additions, removals, or modifications of elements, interfaces, or information flows in the regional ITS architecture.
   b. Updates ensure that the architecture accurately reflects both current and future regional ITS implementation.
7. **Project Addition or Deletion:**
   a. Occasionally, projects are added or removed during the planning process or project delivery.
   b. Aspects of the regional ITS architecture associated with these projects may need expansion, changes, or removal.
8. **Changes in Project Priority:**
   a. Funding constraints or other factors may alter planned project sequencing.
   b. Adjusting project priorities can impact related projects in the region.

12.4 What Will be Maintained?

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

Appendix Contents

Appendix A – Architecture Flow Definitions

Flow Name	Flow Description
access violation notification	Notification that an individual vehicle or user has committed an access violation. The flow identifies the nature of the violation and the time and location where the violation was recorded.
actuate secure payment	Initiation of a payment action, ideally based on an encrypted token or biometric marker. Such a payment action could be a simple validation that the secure token allows the user access to the travel resource, or it could be the initiation of a payment transaction.
alert notification	Notification of a major emergency such as a natural or man-made disaster, civil emergency, or child abduction for distribution to the public. The flow identifies the alert originator, the nature of the emergency, the geographic area affected by the emergency, the effective time period, and information and instructions necessary for the public to respond to the alert. This flow may also identify specific information that should not be released to the public.
alert notification coordination	Coordination of emergency alerts to be distributed to the public. This includes notification of a major emergency such as a natural or man-made disaster, civil emergency, or child abduction for distribution to the public and status of the public notification.
alternate mode information	Schedule information for alternate mode transportation providers such as air, ferry, and passenger-carrying heavy rail. This also includes details of incidents and other service disruptions that have occurred in the alternative mode. This also includes measures of service demand that supports assessment of their impact on the road network.
authorization response	Notification of status of authorization request.
barrier system coordination	The direct flow of information between field equipment. This includes information used to configure and control barrier systems that are represented by gates, barriers and other automated or remotely controlled systems used to manage entry to roadways. Current operating status of barrier systems is also shared including operating condition and current operational state.
commercial vehicle incident notification	Information about a Commercial Vehicle or Freight Equipment breach, non-permitted security sensitive hazmat detected at the roadside, route deviation, or Commercial Vehicle Driver / Commercial Vehicle / Freight Equipment assignment mismatches which includes the location of the Commercial Vehicle and appropriate identities. May carry information that enables incident reporting to responders, and also includes the type of vehicle and cargo concerned.
current infrastructure restrictions	Restrictions levied on transportation asset usage based on infrastructure design, surveys, tests, or analyses. This includes standard facility design height, width, and weight restrictions, special restrictions such as spring weight restrictions, and temporary facility restrictions that are imposed during maintenance and construction.
device control request	Request for device control action
device identification	An identifier and device type designation that is used to uniquely identify a device in the Connected Vehicle Environment.
device status	Status information from devices
electric charging station data	Information provided for electric charging stations to the management center identifying the location, operating status, current availability, no-shows, charging capacity, etc.
electric charging station management information	Parameters that support management of an electric charging station. Load balancing, Reservation requests, Hours of operation, display configuration (ads), rules and regulations, etc.
emergency archive data	Logged emergency information including information that characterizes identified incidents (routine highway incidents through disasters), corresponding incident response information, evacuation information, surveillance data, threat data, and resource information. Content may include a catalog of available information, the actual information to be archived, and associated meta data that describes the archived information.

Flow Name	Flow Description
emergency notification relay	The relay of a previously received emergency notification. This relay enables a connected vehicle or an equipped personal information device (PID) that is passing within radio range of a vehicle or PID in need of assistance to store the notification and then forward it to a public safety agency when communications is available. Multiple relays may be necessary in remote areas with infrequent traffic and spotty communications coverage. The relay includes all of the information included in the original emergency notification (see 'emergency notification') and relay-specific data that can be used to manage the relay. Relay-specific data may include the date and time of original emergency notification receipt and the number of times the message has been relayed.
emergency plan coordination	Information that supports coordination of emergency management plans, continuity of operations plans, emergency response and recovery plans, evacuation plans, and other emergency plans between agencies. This includes general plans that are coordinated prior to an incident and shorter duration tactical plans that are prepared during an incident.
emergency route request	Request for access routes for emergency response vehicles and equipment. This may be a request for ingress or egress routes or other emergency routes. It may also include a request for preemption/priority for the identified vehicle at all signalized intersections along the route.
emergency routes	Suggested ingress and egress routes for access to and between the scene and staging areas or other specialized emergency access routes.
emergency traffic control information	Status of a special traffic control strategy or system activation implemented in response to an emergency traffic control request, a request for emergency access routes, a request for evacuation, a request to activate closure systems, a request to employ driver information systems to support public safety objectives, or other special requests. Identifies the selected traffic control strategy and system control status.
emergency traffic coordination	Coordination supporting disaster response including evacuation and reentry. Includes coordination of special traffic control strategies that support efficient evacuation and reentry while protecting and optimizing movement of response vehicles and other resources responding to the emergency.
emergency transit schedule information	Information on transit schedule and service changes that adapt the service to better meet needs of responders and the general public in an emergency situation, including special service schedules supporting evacuation.
emergency transit service request	Request to modify transit service and fare schedules to address emergencies, including requests for transit services to evacuate people from and/or deploy response agency personnel to an emergency scene. The request may poll for resource availability or request pre-staging, staging, or immediate dispatch of transit resources.
emergency transit service response	Response indicating changes to transit service, fares, and/or restrictions that will be made and status of transit resources to be deployed to support emergency response and/or evacuation.
emergency traveler information	Public notification of an emergency such as a natural or man-made disaster, civil emergency, or child abduction. This flow also includes evacuation information including evacuation instructions, evacuation zones, recommended evacuation times, tailored evacuation routes and destinations, traffic and road conditions along the evacuation routes, traveler services and shelter information, and reentry times and instructions.
emergency traveler information request	Request for alerts, evacuation information, and other emergency information provided to the traveling public.
equipment maintenance request	Identification of field equipment requiring repair and known information about the associated faults.
equipment maintenance status	Current status of field equipment maintenance actions.
evacuation coordination	Coordination of information regarding a pending or in-process evacuation. Includes evacuation zones, evacuation times, evacuation routes, forecast network conditions, and reentry times.

Flow Name	Flow Description
evacuation information	Evacuation instructions and information including evacuation zones, evacuation times, and reentry times.
event information	Special event information for travelers. This would include a broader array of information than the similar "event plans" that conveys only information necessary to support traffic management for the event.
external reports	Traffic and incident information that is collected by the media through a variety of mechanisms (e.g., radio station call-in programs, air surveillance).
field device coordination	Coordination between operating centers that share control of the same field devices. This flow supports coordination to prevent conflicts and allow cooperative management of shared devices.
field equipment commands	System-level control commands issued to field equipment such as reset and remote diagnostics.
field equipment configuration settings	Control settings and parameters that are used to configure field equipment.
field equipment status	Reports from field equipment (sensors, signals, signs, controllers, etc.) which indicate current operational status.
hazmat information	Information about a particular hazmat load including nature of the load and unloading instructions. May also include hazmat vehicle route and route update information.
hazmat information request	Request for information about a particular hazmat load.
hazmat notification	Information provided to emergency response organizations regarding a hazmat load including when cargo sensors detect an issue with the load such as a release of hazardous material. This information will include sensor information, vehicle identification, and carrier identification.
incident command information coordination	Information that supports local management of an incident. It includes resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response.
incident information	Notification of existence of incident and expected severity, location, time and nature of incident. As additional information is gathered and the incident evolves, updated incident information is provided. Incidents include any event that impacts transportation system operation ranging from routine incidents (e.g., disabled vehicle at the side of the road) through large-scale natural or human-caused disasters that involve loss of life, injuries, extensive property damage, and multi-jurisdictional response. This also includes special events, closures, and other planned events that may impact the transportation system.
incident report	Report of an identified incident including incident location, type, severity and other information necessary to initiate an appropriate incident response.
incident response coordination	Incident response procedures and current incident response status that are shared between allied response agencies to support a coordinated response to incidents. This flow provides current situation information, including a summary of incident status and its impact on the transportation system and other infrastructure, and current and planned response activities. This flow also coordinates a positive hand off of responsibility for all or part of an incident response between agencies.
interactive traveler information	Traveler information provided in response to a traveler request. The provided information includes traffic and road conditions, advisories, incidents, restrictions, payment information, transit services, parking information, weather information, and other travel-related data updates and confirmations.
maint and constr archive data	Information describing road construction and maintenance activities identifying the type of activity, the work performed, and work zone information including work zone configuration and safety (e.g., a record of intrusions and vehicle speeds) information. For construction activities,

Flow Name	Flow Description
	this information also includes a description of the completed infrastructure, including as-built plans as applicable. Content may include a catalog of available information, the actual information to be archived, and associated meta data that describes the archived information.
maint and constr resource coordination	Request for road maintenance and construction resources that can be used in the diversion of traffic (cones, portable signs), clearance of a road hazard, repair of ancillary damage, or any other incident response.
maint and constr resource request	Request for road maintenance and construction resources that can be used in the diversion of traffic (cones, portable signs), clearance of a road hazard, repair of ancillary damage, or any other incident response. The request may poll for resource availability or request pre-staging, staging, or immediate dispatch of resources.
maint and constr resource response	Current status of maintenance and construction resources including availability and deployment status. General resource inventory information covering vehicles, equipment, materials, and people and specific resource deployment status may be included.
maint and constr work plans	Future construction and maintenance work schedules and activities including anticipated closures with anticipated impact to the roadway, alternate routes, anticipated delays, closure times, and durations.
parking information	General parking information and status, including current parking availability, parking pricing, and parking space availability information, including features like number and type of electric charging spots.
payment coordination	Coordinate apportionment charges between jurisdictions (e., federal government, states, various jurisdictions that might be public or private within a state). Apportionment reconciliation includes either sharing information about mileage or zone-based charges in other jurisdictions (so that the Other Payment Administration subsystems can make appropriate charges), or sharing revenue collected. When sharing revenue, this flow also includes charging rate policies
payment device token information	Request for a digital token that can be associated with a credit card number.
permission application	A request for permission to access a Connected Vehicle service by an end-user that requires enrollment. This may include services granted to drivers of low emissions vehicles or pedestrians with special needs that require extended crossing times for example.
personal transit information	General and personalized transit information for a particular fixed route, flexible route, or paratransit system.
registered secureIDs	Cryptographically protected identifier indicating that the user associated with the identifier is entitled to use a particular service.
remote surveillance control	The control commands used to remotely operate another center's sensors or surveillance equipment so that roadside surveillance assets can be shared by more than one agency.
resource coordination	Coordination of resource inventory information, specific resource status information, resource prioritization and reallocation between jurisdictions, and specific requests for resources and responses that service those requests.
road closure notification	Notification that agency personnel have closed a road due to adverse weather, major incident, or other reason.
road network conditions	Current and forecasted traffic information, road and weather conditions, and other road network status. Either raw data, processed data, or some combination of both may be provided by this flow. Information on diversions and alternate routes, closures, and special traffic restrictions (lane/shoulder use, weight restrictions, width restrictions, HOV requirements) in effect is included.
road network status assessment	Assessment of damage sustained by the road network including location and extent of the damage, estimate of remaining capacity, required closures, alternate routes, necessary restrictions, and time frame for repair and recovery.

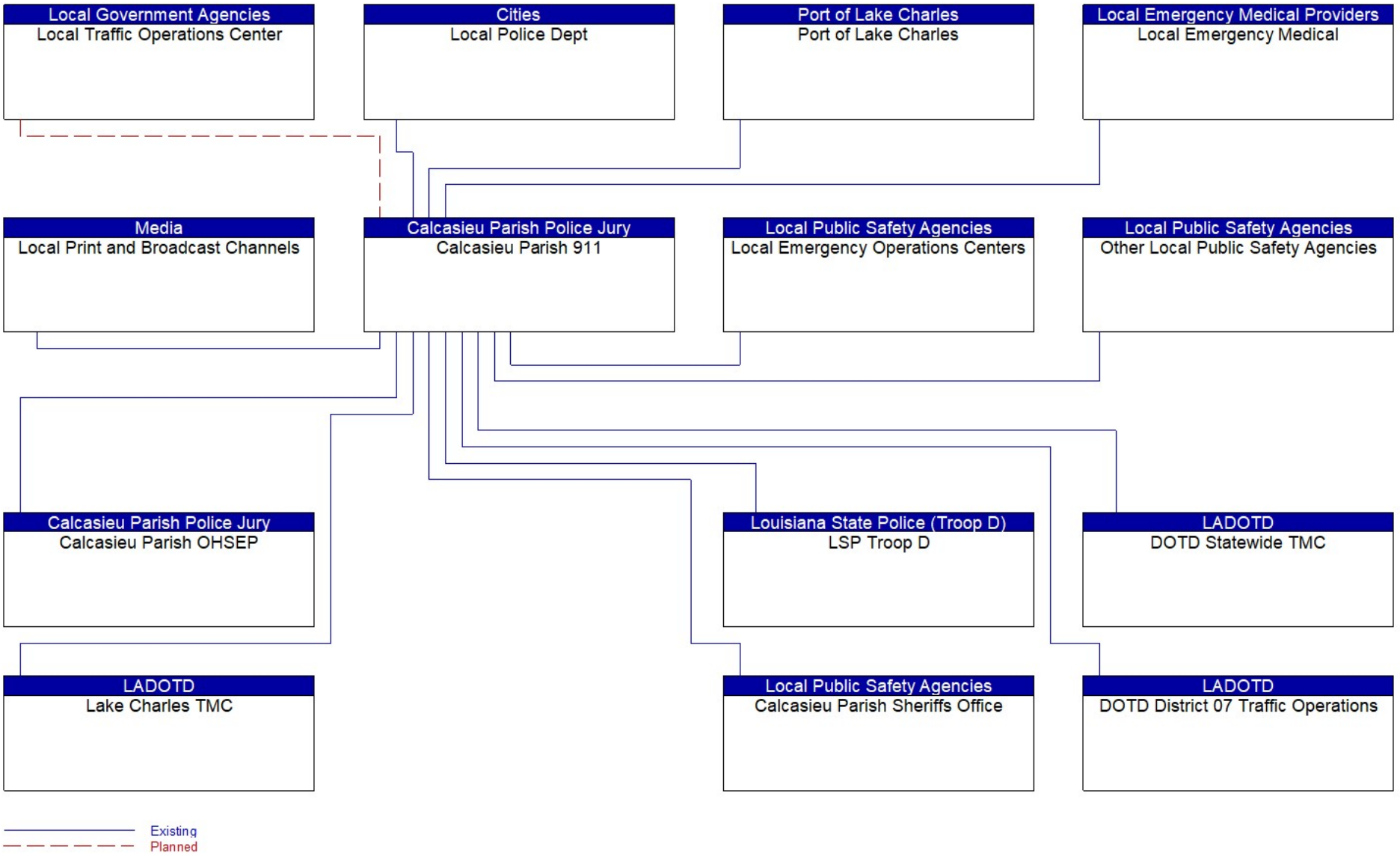
Flow Name	Flow Description
road network traffic situation data	Aggregated route usage, travel times, and other aggregated data collected from probe vehicles that can be used to estimate current traffic conditions.
road use charges	Road use charges per link.
road weather information	Road conditions and weather information that are made available by road maintenance operations to other transportation system operators.
roadway dynamic signage data	Information used to initialize, configure, and control dynamic message signs. This flow can provide message content and delivery attributes, local message store maintenance requests, control mode commands, status queries, and all other commands and associated parameters that support remote management of these devices.
roadway dynamic signage status	Current operating status of dynamic message signs.
roadway maintenance status	Summary of maintenance fleet operations affecting the road network. This includes the status of winter maintenance (snow plow schedule and current status).
signal control commands	Control of traffic signal controllers or field masters including clock synchronization.
signal control coordination	The direct flow of information between field equipment. This includes configuration and control of traffic signal controllers or field masters. Configuration data and operational status of traffic signal control equipment including operating condition and current indications are returned.
signal control device configuration	Data used to configure traffic signal control equipment including local controllers and system masters.
signal control plans	Traffic signal timing parameters including minimum green time and interval durations for basic operation and cycle length, splits, offset, phase sequence, etc. for coordinated systems.
signal control status	Operational and status data of traffic signal control equipment including operating condition and current indications.
signal fault data	Faults reported by traffic signal control equipment.
signal system configuration	Data used to configure traffic signal systems including configuring control sections and mode of operation (time based or traffic responsive).
threat information coordination	Sensor, surveillance, and threat data including raw and processed data that is collected by sensor and surveillance equipment located in secure areas.
toll coordination	This flow supports reciprocity between toll agencies/service centers by exchanging information that supports reconciliation of toll charges by customers that are enrolled with other toll service centers. In addition to toll charge reconciliation, exchanged information may include toll schedule information, customer information and other toll service information that is coordinated between toll agencies or centers.
traffic archive data	Information describing the use and vehicle composition on transportation facilities and the traffic control strategies employed. Content may include a catalog of available information, the actual information to be archived, and associated meta data that describes the archived information.
traffic detector control	Information used to configure and control traffic detector systems such as inductive loop detectors and machine vision sensors.
traffic detector coordination	The direct flow of information between field equipment. This includes information used to configure and control traffic detector systems such as inductive loop detectors and machine vision sensors Raw and/or processed traffic detector data is returned that 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

Flow Name	Flow Description
traffic detector data	Raw and/or processed traffic detector data which allows derivation of traffic flow variables (e.g., speed, volume, and density measures) and associated information (e.g., congestion, potential incidents). This flow includes the traffic data and the operational status of the traffic detectors
traffic images	High fidelity, real-time traffic images suitable for surveillance monitoring by the operator or for use in machine vision applications. This flow includes the images. Meta data that describes the images is contained in another flow.
traffic information for media	Report of traffic conditions including traffic incident reports for public dissemination through the media. The reports may also include information on diversions and alternate routes, closures, and special traffic restrictions in effect.
traffic situation data	Current, aggregate traffic data collected from connected vehicles that can be used to supplement or replace information collected by roadside traffic detectors. It includes raw and/or processed reported vehicle speeds, counts, and other derived measures. Raw and/or filtered vehicle control events may also be included to support incident detection.
transit archive data	Data used to describe and monitor transit demand, fares, operations, and system performance. Content may include a catalog of available information, the actual information to be archived, and associated meta data that describes the archived information.
transit incident information	Information on transit incidents that impact transit services for public dissemination.
transit information user request	Request for special transit routing, real-time schedule information, and availability information.
transit schedule adherence information	Dynamic transit schedule adherence and transit vehicle location information.
transit schedule information	Current and projected transit schedule information used to initialize the transit vehicle with a vehicle assignment, monitor schedule performance, and develop corrective actions on-board.
transit service information	Transit service information including routes, schedules, and fare information as well as dynamic transit schedule adherence and transit vehicle location information.
transit system status assessment	Assessment of damage sustained by the public transportation system including location and extent of the damage, current operational status including an estimate of remaining capacity and necessary restrictions, and time frame for repair and recovery.
transit user information	Information about individual transit users boarding a transit vehicle, used to track a user's progress on a scheduled transit trip.
transit vehicle operator information	Transit service instructions, wide area alerts, traffic information, road conditions, and other information for both transit and paratransit operators.
transit vehicle schedule performance	Estimated times of arrival and anticipated schedule deviations reported by a transit vehicle.
transportation operational strategies	Operational strategies for each operating agency in a transportation corridor, downtown area, or other travel-impacted area, providing an integrated operations strategy for the freeways, tollways, arterials, transit services, parking facilities, and other transportation-related facilities in the area. These strategies can include dynamic adjustments to transit fares and tolls, parking fees and restrictions, dynamic lane restriction changes, and other active demand management strategies.
transportation system status	Current status and condition of transportation infrastructure (e.g., tunnels, bridges, interchanges, TMC offices, maintenance facilities). In case of disaster or major incident, this flow provides an assessment of damage sustained by the surface transportation system including location and extent of the damage, estimate of remaining capacity and necessary restrictions, and time frame for repair and recovery.

Flow Name	Flow Description
travel service information	Information supplied by a service provider (e.g., a hotel or restaurant) that identifies the service provider and provides details of the service offering. This flow covers initial registration of a service provider and subsequent submittal of new information and status updates so that data currency is maintained.
travel service information request	Requests for travel service information. This flow supports initial registration of service providers and requests for additional traveler service information from registered providers.
traveler alerts	Traveler information alerts reporting congestion, incidents, adverse road or weather conditions, restrictions, vehicle requirements, parking availability, transit service delays or interruptions, and other information that may impact the traveler. Relevant alerts are provided based on traveler-supplied profile information including trip characteristics and preferences.
traveler archive data	Data associated with traveler information services including service requests, facility usage, rideshare, routing, and traveler payment transaction data. Content may include a catalog of available information, the actual information to be archived, and associated meta data that describes the archived information.
traveler information for media	General traveler information regarding incidents, unusual traffic conditions, transit issues, or other advisory information that has been desensitized and provided to the media.
traveler payment information	Information provided for payment of road use charges, tolls or parking fees including identification that can be used to identify the payment account or source and related vehicle and service information that are used to determine the type and price of service requested. The information exchange normally supports an account debit to pay fees, but an account credit may be initiated where pricing strategies include incentives.
traveler request	A request for traveler information including traffic, transit, toll, parking, road weather conditions, event, and passenger rail information. The request identifies the type of information, the area of interest, parameters that are used to prioritize or filter the returned information, and sorting preferences.
trip plan	A travel itinerary covering single or multimodal travel. The itinerary identifies a route and associated traveler information and instructions identifying recommended trip modes (including indoor and outdoor wayfinding) and transfer information, ride sharing options, and transit and parking reservation information. This flow also includes intermediate information that is provided as the trip plan is interactively created, including identification of alternatives, requests for additional information as well as amenities along the trip.
user account coordination	Coordination of creation and changes to individual user-centric account information.
user account reports	Reports on services offered/provided and associated charges.
user account setup	Billing information, vehicle information (or registration information), and requests for reports. Also includes subsequent account changes.
user profile	Information provided to register for a travel service and create a user account. The provided information includes personal identification, traveler preferences (e.g., travel mode, micro-mobility options, accessibility needs, and assistance needs), priorities for the preferences, device information, a user ID and password, and information to support payment transactions, if applicable.
video surveillance control	Information used to configure and control video surveillance systems.
work plan coordination	Coordination of work plan schedules and activities between maintenance and construction organizations or systems. This information includes the work plan schedules and comments and suggested changes that are exchanged as work plans are coordinated and finalized.
work zone information	Summary of maintenance and construction work zone activities affecting the road network including the nature of the maintenance or construction activity, location, impact to the roadway, expected time(s) and duration of impact, anticipated delays, alternate routes, and

Flow Name	Flow Description
	suggested speed limits. This information may be augmented with images that provide a visual indication of current work zone status and traffic impacts.

Appendix B – ITS Architecture Flow Diagrams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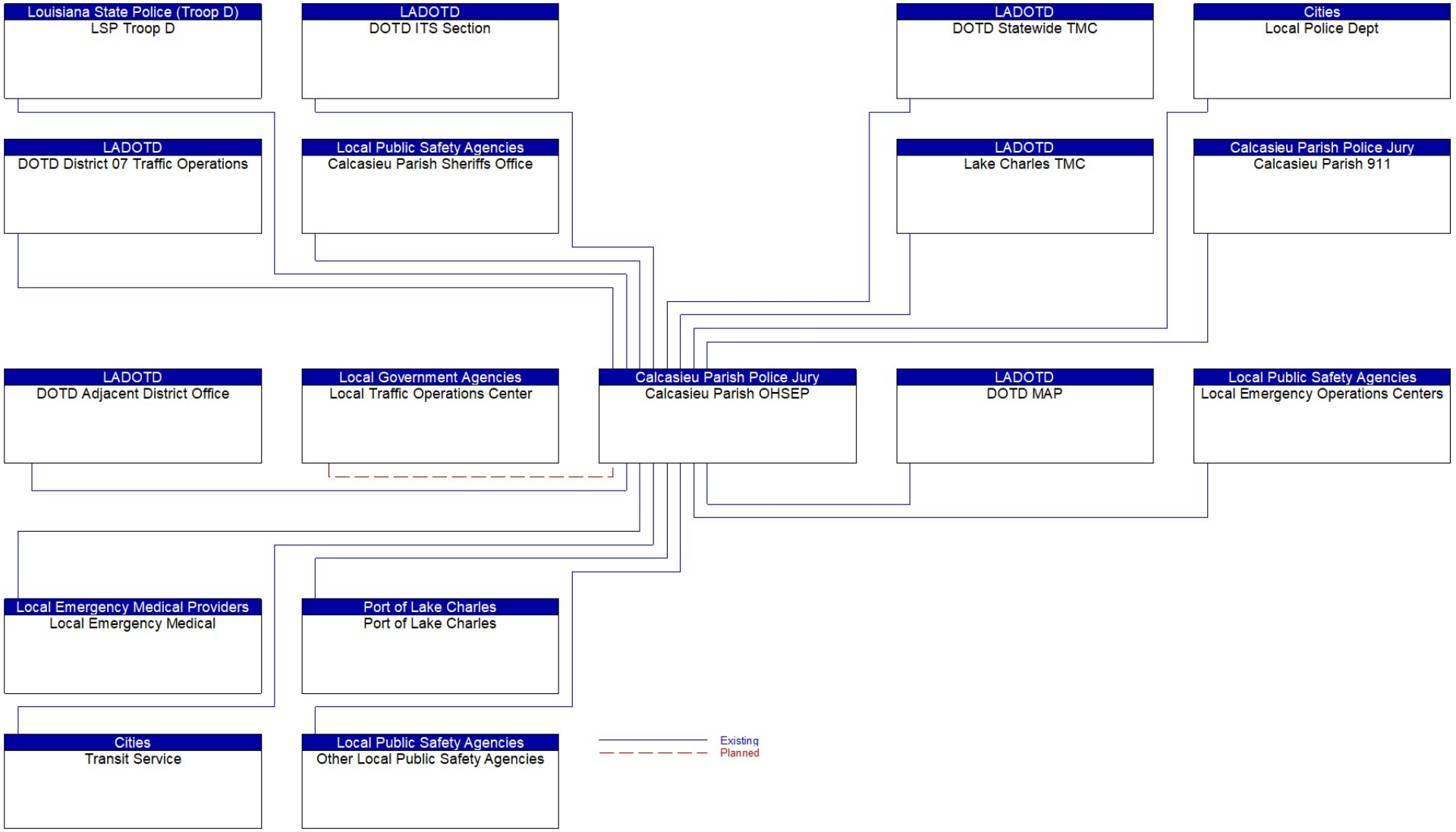
Local Traffic Operations Center
Cities
Local Police Dept
Port of Lake Charles
Port of Lake Charles
Local Emergency Medical Providers
Local Emergency Medical
Media
Local Print and Broadcast Channels
Calcasieu Parish Police Jury
Calcasieu Parish 911
Local Public Safety Agencies
Local Emergency Operations Centers
Local Public Safety Agencies
Other Local Public Safety Agencies
Calcasieu Parish Police Jury
Calcasieu Parish OHSEP
Louisiana State Police (Troop D)
LSP Troop D
LADOTD
DOTD Statewide TMC
LADOTD
Lake Charles TMC
Local Public Safety Agencies
Calcasieu Parish Sheriffs Office
LADOTD
DOTD District 07 Traffic Operations
Existing
Planned


Louisiana State Police (Troop D)
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DOTD ITS Section
LADOTD
DOTD Statewide TMC
Cities
Local Police Dept
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DOTD District 07 Traffic Operations
Local Public Safety Agencies
Calcasieu Parish Sheriffs Office
LADOTD
Lake Charles TMC
Calcasieu Parish Police Jury
Calcasieu Parish 911
LADOTD
DOTD Adjacent District Office
Local Government Agencies
Local Traffic Operations Center
Calcasieu Parish Police Jury
Calcasieu Parish OHSEP
LADOTD
DOTD MAP
Local Public Safety Agencies
Local Emergency Operations Centers
Local Emergency Medical Providers
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Port of Lake Charles
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Transit Service
Local Public Safety Agencies
Other Local Public Safety Agencies
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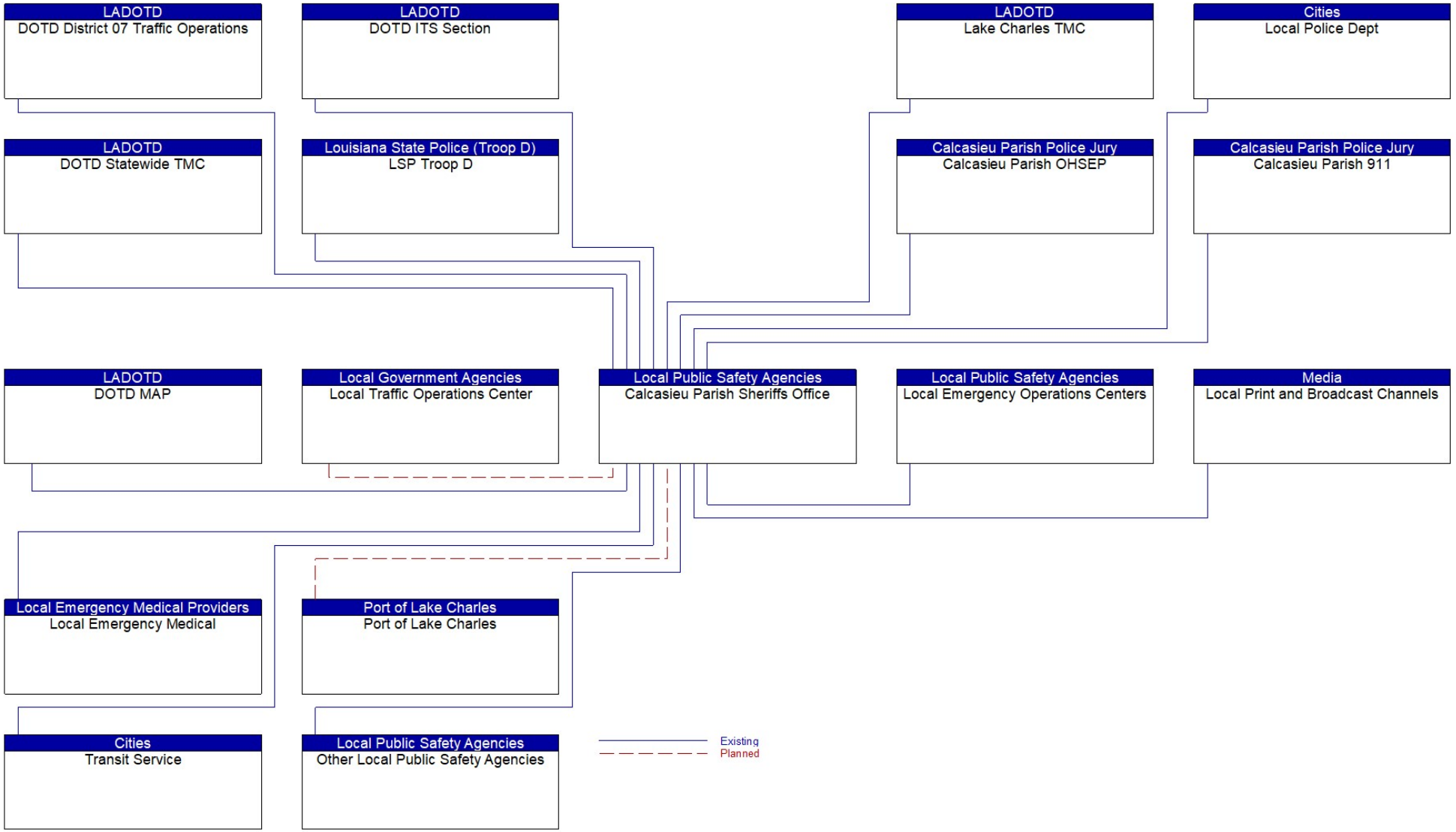
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Louisiana State Police (Troop D)
LSP Troop D
Calcasieu Parish Police Jury
Calcasieu Parish OHSEP
Calcasieu Parish Police Jury
Calcasieu Parish 911
LADOTD
DOTD MAP
Local Government Agencies
Local Traffic Operations Center
Local Public Safety Agencies
Calcasieu Parish Sheriffs Office
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Local Emergency Operations Centers
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Local Print and Broadcast Channels
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Port of Lake Charles
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Transit Service
Local Public Safety Agencies
Other Local Public Safety Agencies
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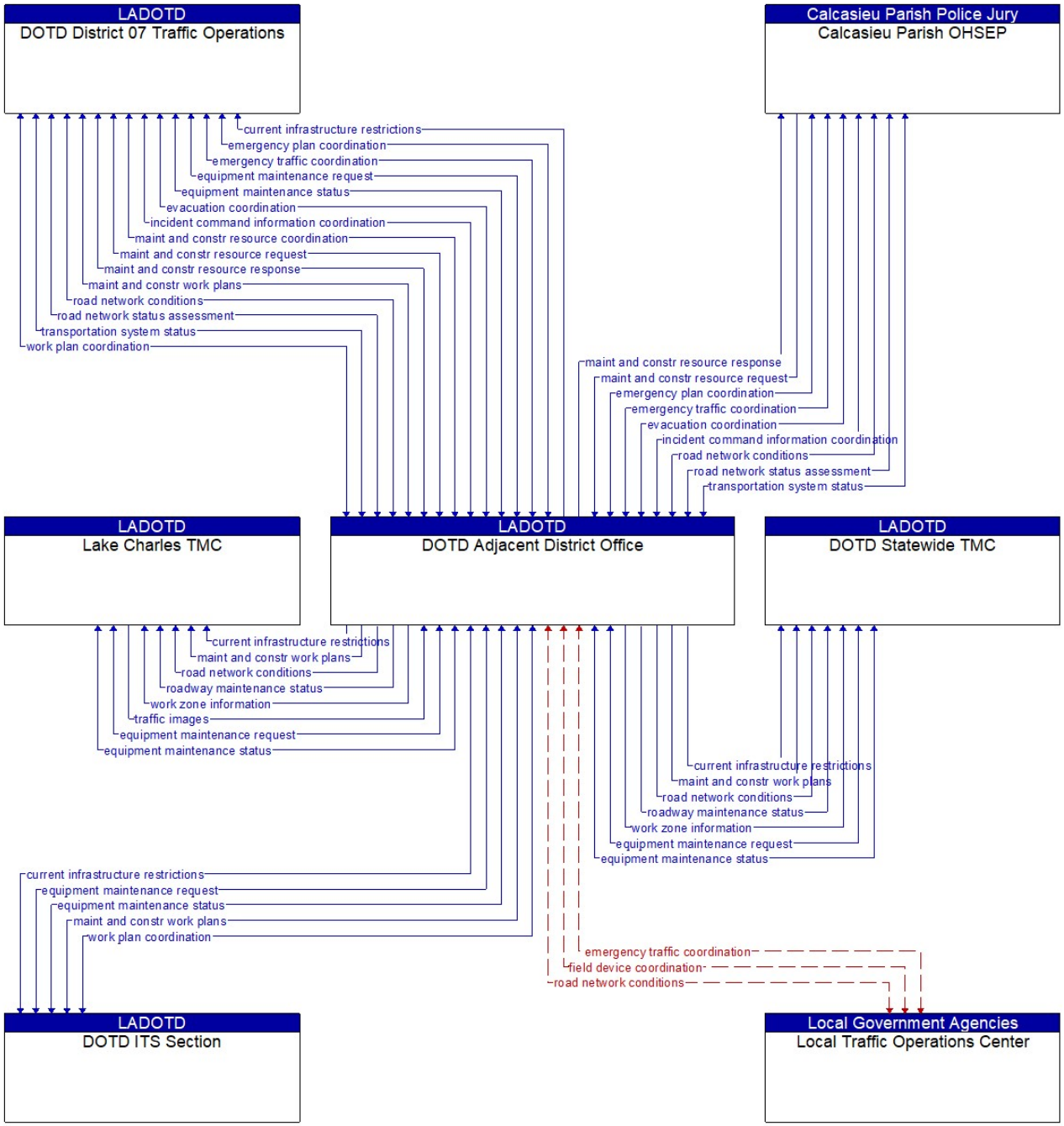
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Calcasieu Parish Police Jury
Calcasieu Parish OHSEP
current infrastructure restrictions
emergency plan coordination
emergency traffic coordination
equipment maintenance request
equipment maintenance status
evacuation coordination
incident command information coordination
maint and constr resource coordination
maint and constr resource request
maint and constr resource response
maint and constr work plans
road network conditions
road network status assessment
transportation system status
work plan coordination
maint and constr resource response
maint and constr resource request
emergency plan coordination
emergency traffic coordination
evacuation coordination
incident command information coordination
road network conditions
road network status assessment
transportation system status
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Lake Charles TMC
LADOTD
DOTD Adjacent District Office
LADOTD
DOTD Statewide TMC
current infrastructure restrictions
maint and constr work plans
road network conditions
roadway maintenance status
work zone information
traffic images
equipment maintenance request
equipment maintenance status
current infrastructure restrictions
maint and constr work plans
road network conditions
roadway maintenance status
work zone information
equipment maintenance request
equipment maintenance status
current infrastructure restrictions
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equipment maintenance status
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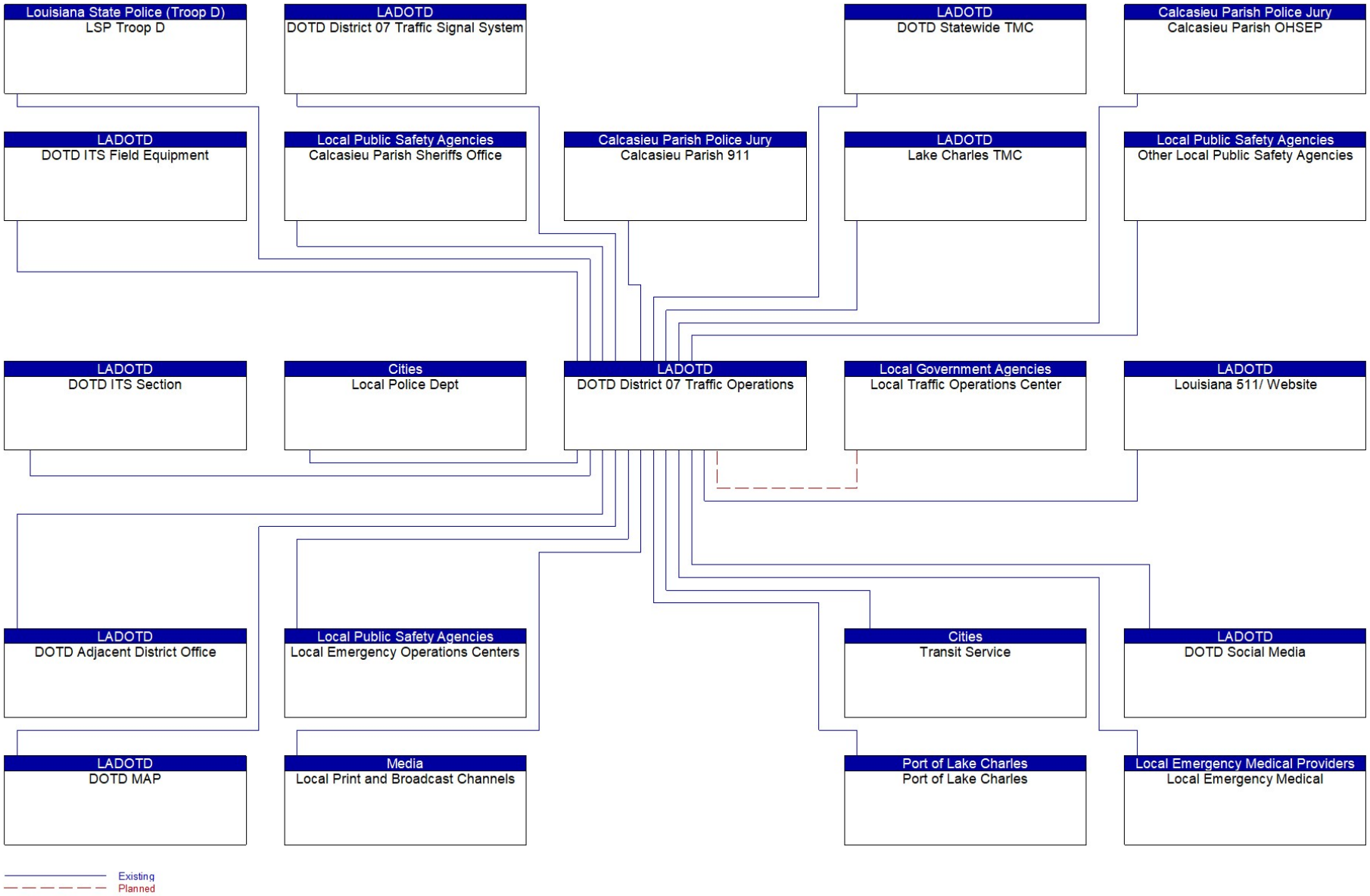
Local Traffic Operations Center
Existing
Planned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Calcasieu Parish OHSEP
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DOTD ITS Field Equipment
Local Public Safety Agencies
Calcasieu Parish Sheriffs Office
Calcasieu Parish Police Jury
Calcasieu Parish 911
LADOTD
Lake Charles TMC
Local Public Safety Agencies
Other Local Public Safety Agencies
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DOTD ITS Section
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Local Police Dept
LADOTD
DOTD District 07 Traffic Operations
Local Government Agencies
Local Traffic Operations Center
LADOTD
Louisiana 511/ Website
LADOTD
DOTD Adjacent District Office
Local Public Safety Agencies
Local Emergency Operations Centers
Cities
Transit Service
LADOTD
DOTD Social Media
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DOTD MAP
Media
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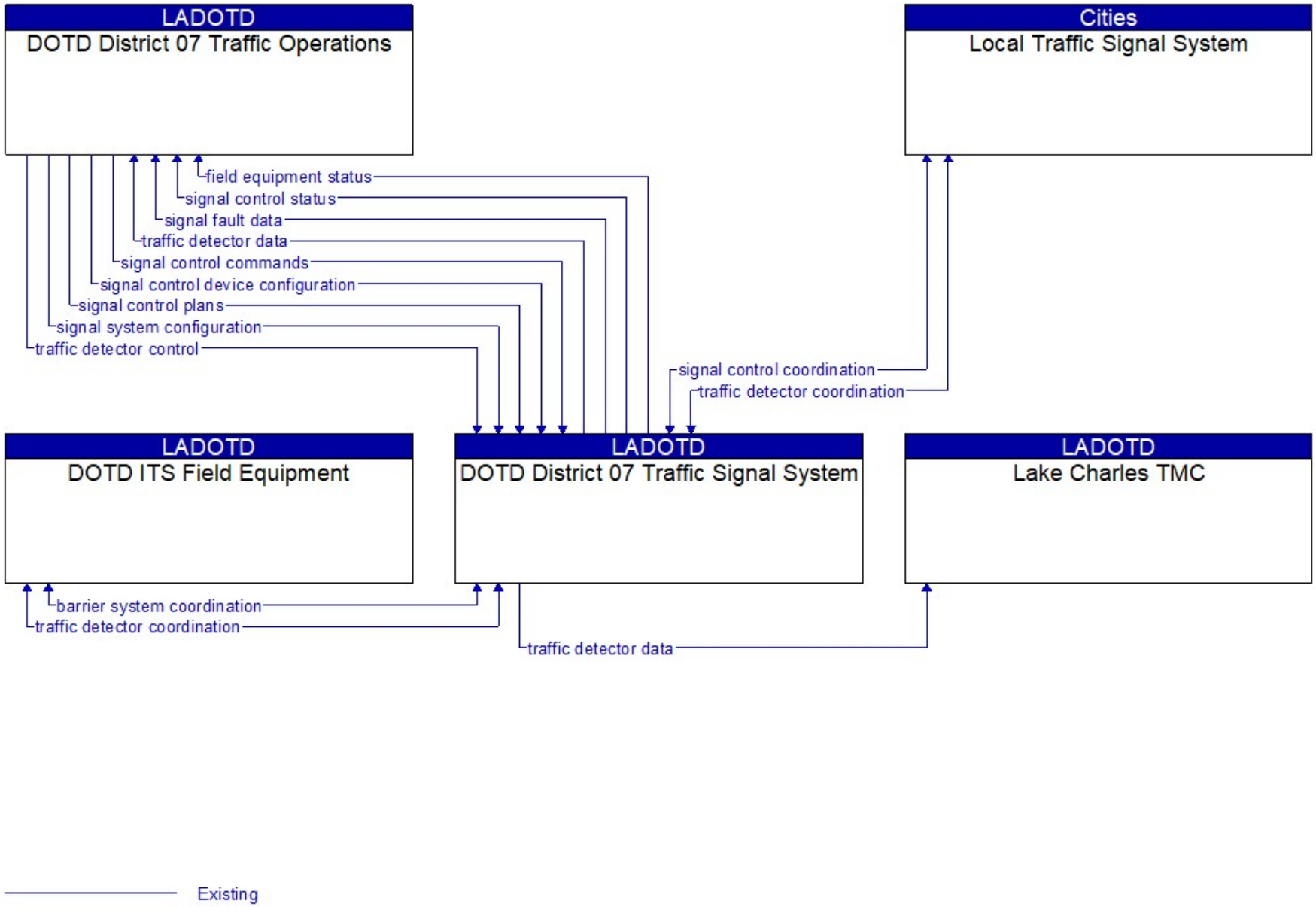
Port of Lake Charles
Port of Lake Charles
Local Emergency Medical Providers
Local Emergency Medical
Existing
Planned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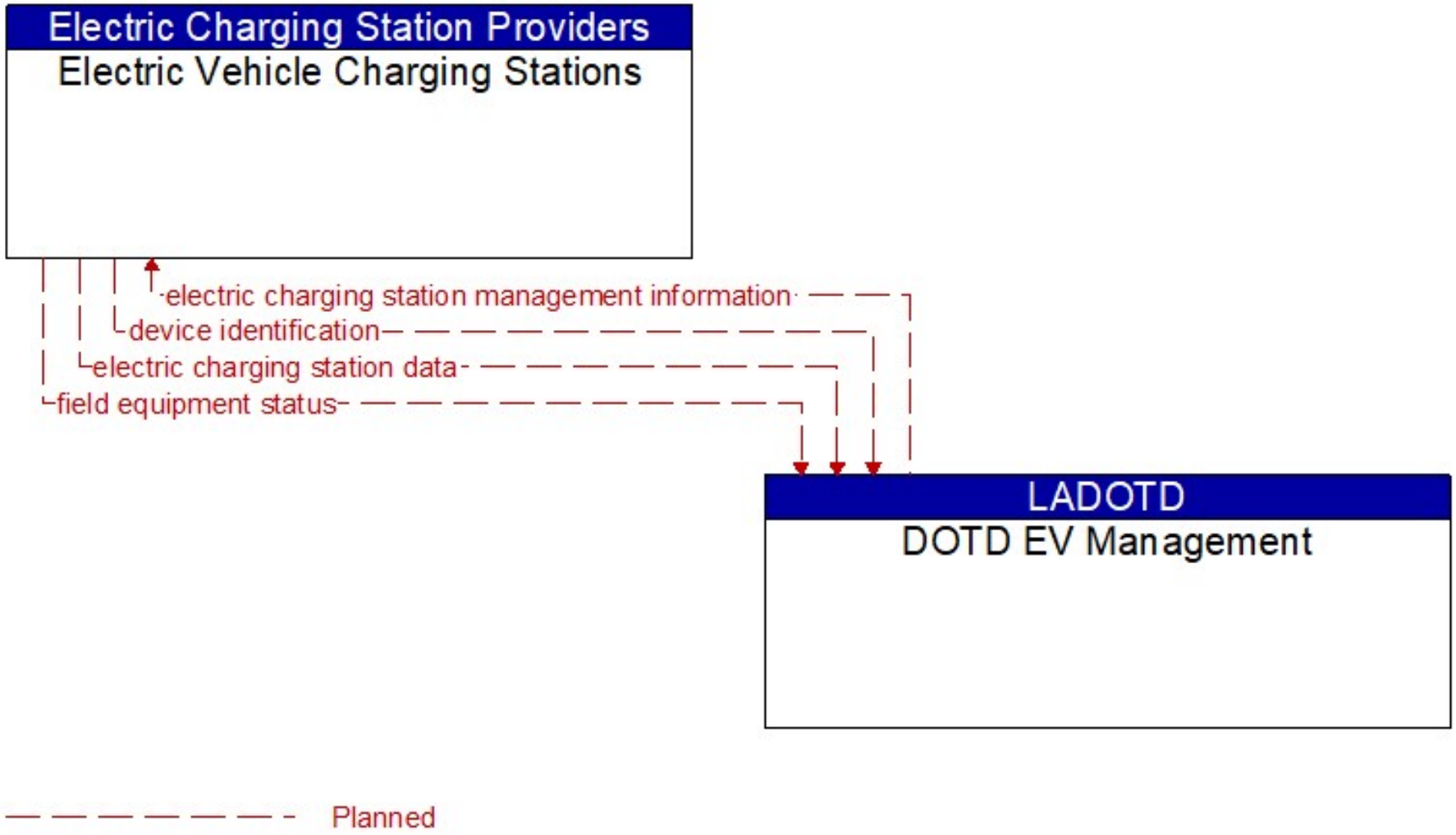
DOTD District 07 Traffic Operations
Cities
Local Traffic Signal System
field equipment status
signal control status
signal fault data
traffic detector data
signal control commands
signal control device configuration
signal control plans
signal system configuration
traffic detector control
signal control coordination
traffic detector coordination
LADOTD
DOTD ITS Field Equipment
LADOTD
DOTD District 07 Traffic Signal System
LADOTD
Lake Charles TMC
barrier system coordination
traffic detector coordination
traffic detector data
Existing


Electric Charging Station Providers
Electric Vehicle Charging Stations
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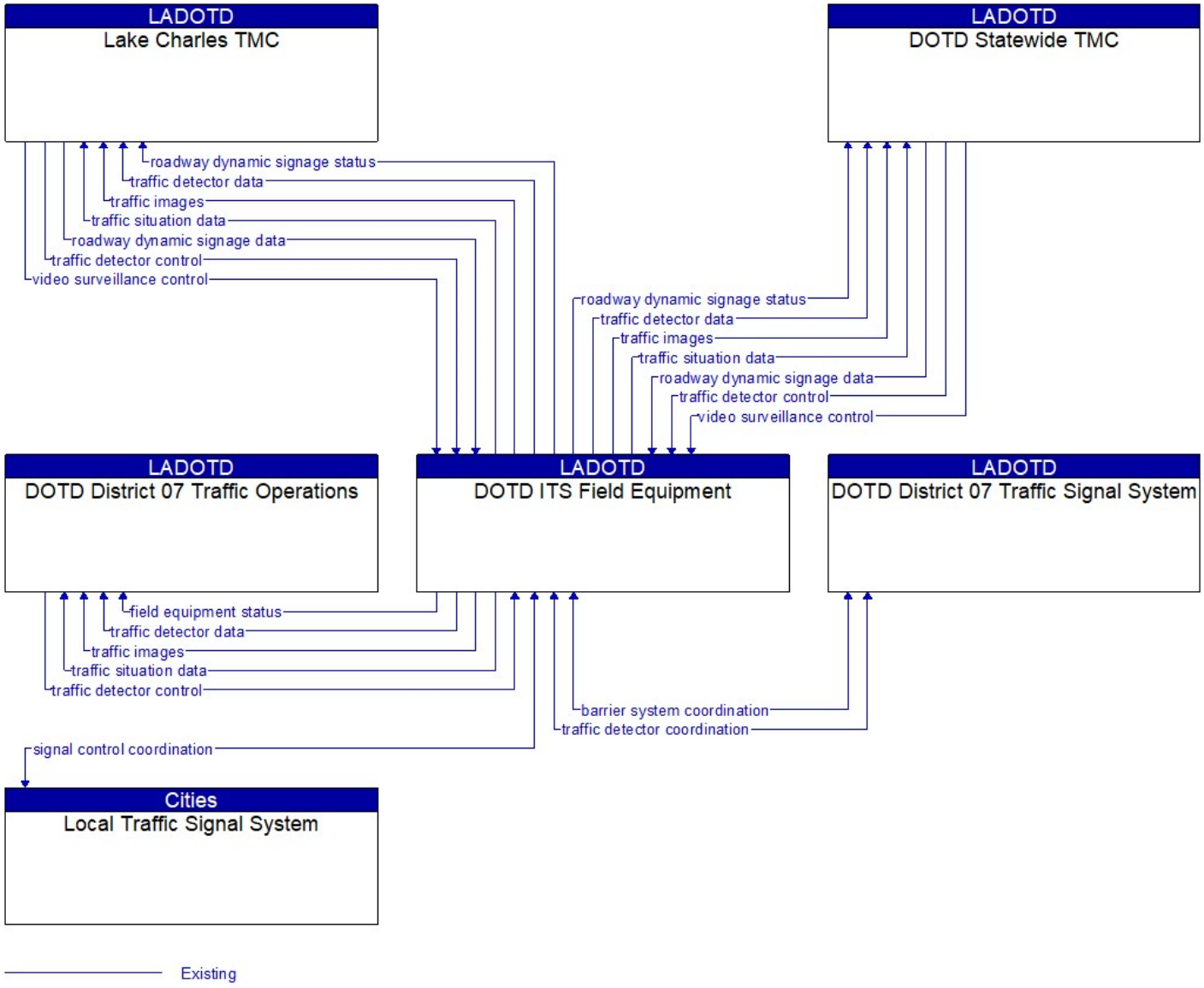
DOTD EV Management
Planned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Lake Charles TMC
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DOTD Statewide TMC
roadway dynamic signage status
traffic detector data
traffic images
traffic situation data
roadway dynamic signage data
traffic detector control
video surveillance control
roadway dynamic signage status
traffic detector data
traffic images
traffic situation data
roadway dynamic signage data
traffic detector control
video surveillance control
LADOTD
DOTD District 07 Traffic Operations
LADOTD
DOTD ITS Field Equipment
LADOTD
DOTD District 07 Traffic Signal System
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traffic images
traffic situation data
traffic detector control
barrier system coordination
traffic detector coordination
signal control coordination
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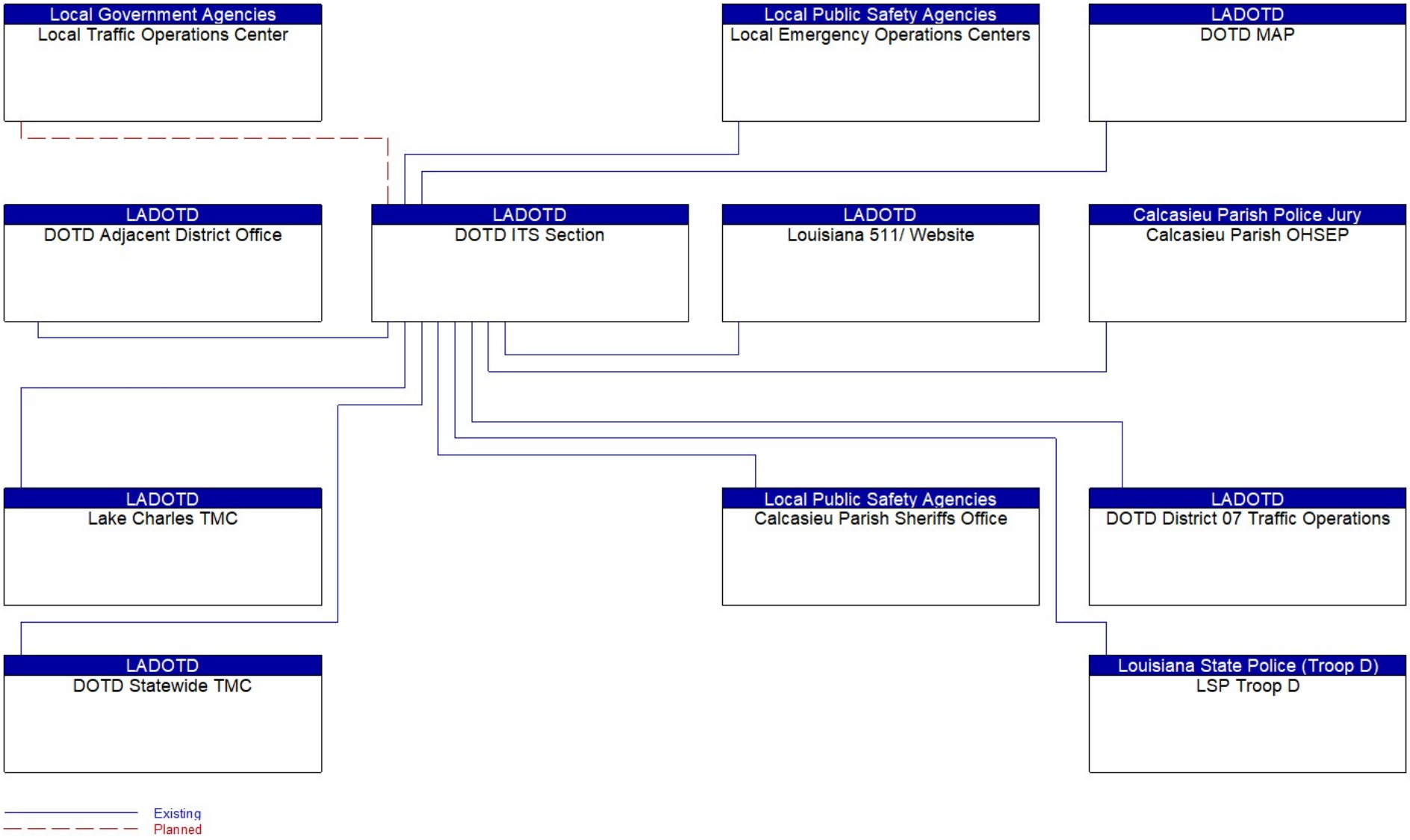
Local Traffic Signal System
Existing


Local Government Agencies
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Local Emergency Operations Centers
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Louisiana 511/ Website
Calcasieu Parish Police Jury
Calcasieu Parish OHSEP
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Lake Charles TMC
Local Public Safety Agencies
Calcasieu Parish Sheriffs Office
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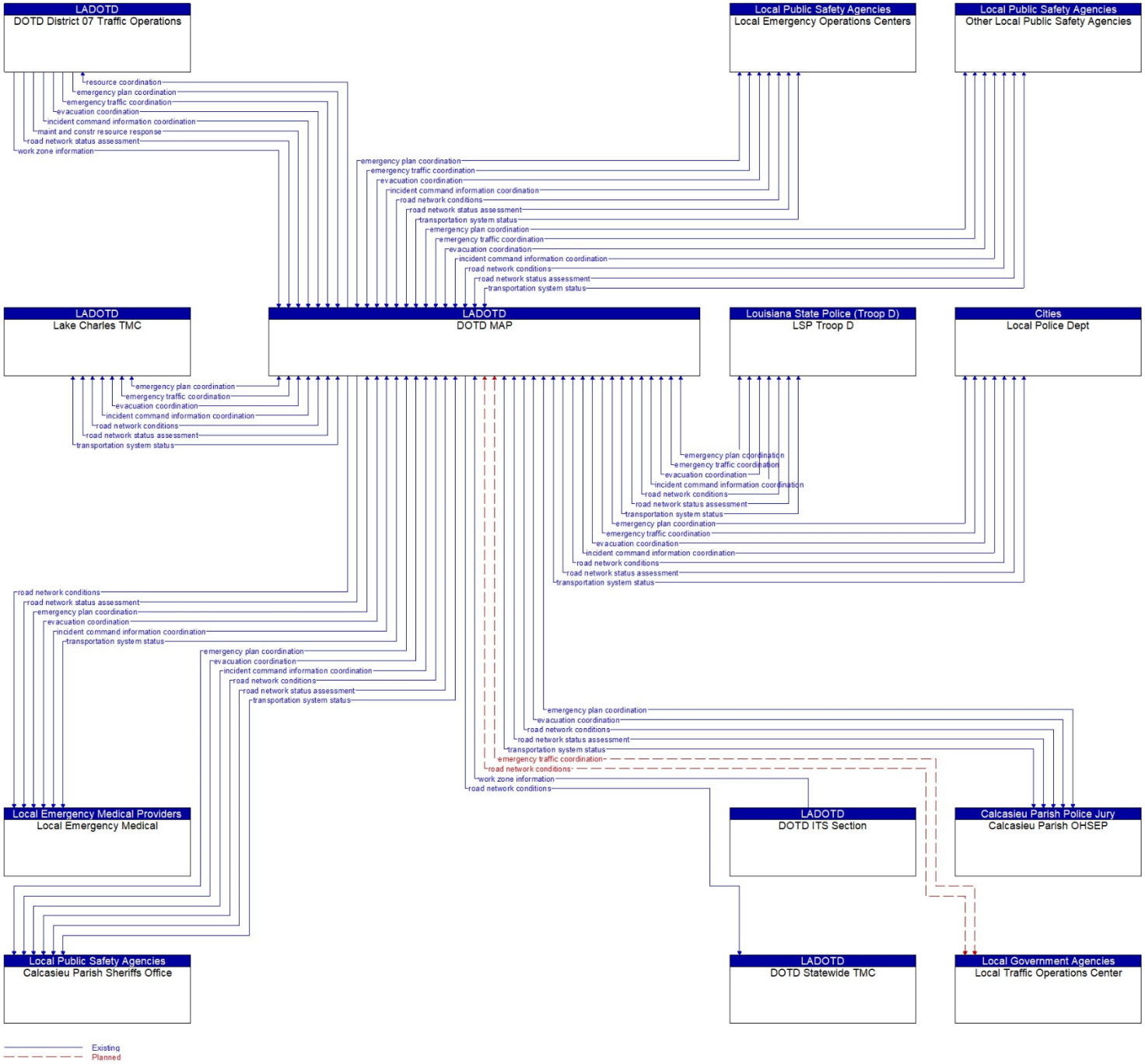
Louisiana State Police (Troop D)
LSP Troop D
Existing
Planned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Louisiana State Police (Troop D)
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Calcasieu Parish Police Jury
Calcasieu Parish OHSEP
Local Public Safety Agencies
Calcasieu Parish Sheriffs Office
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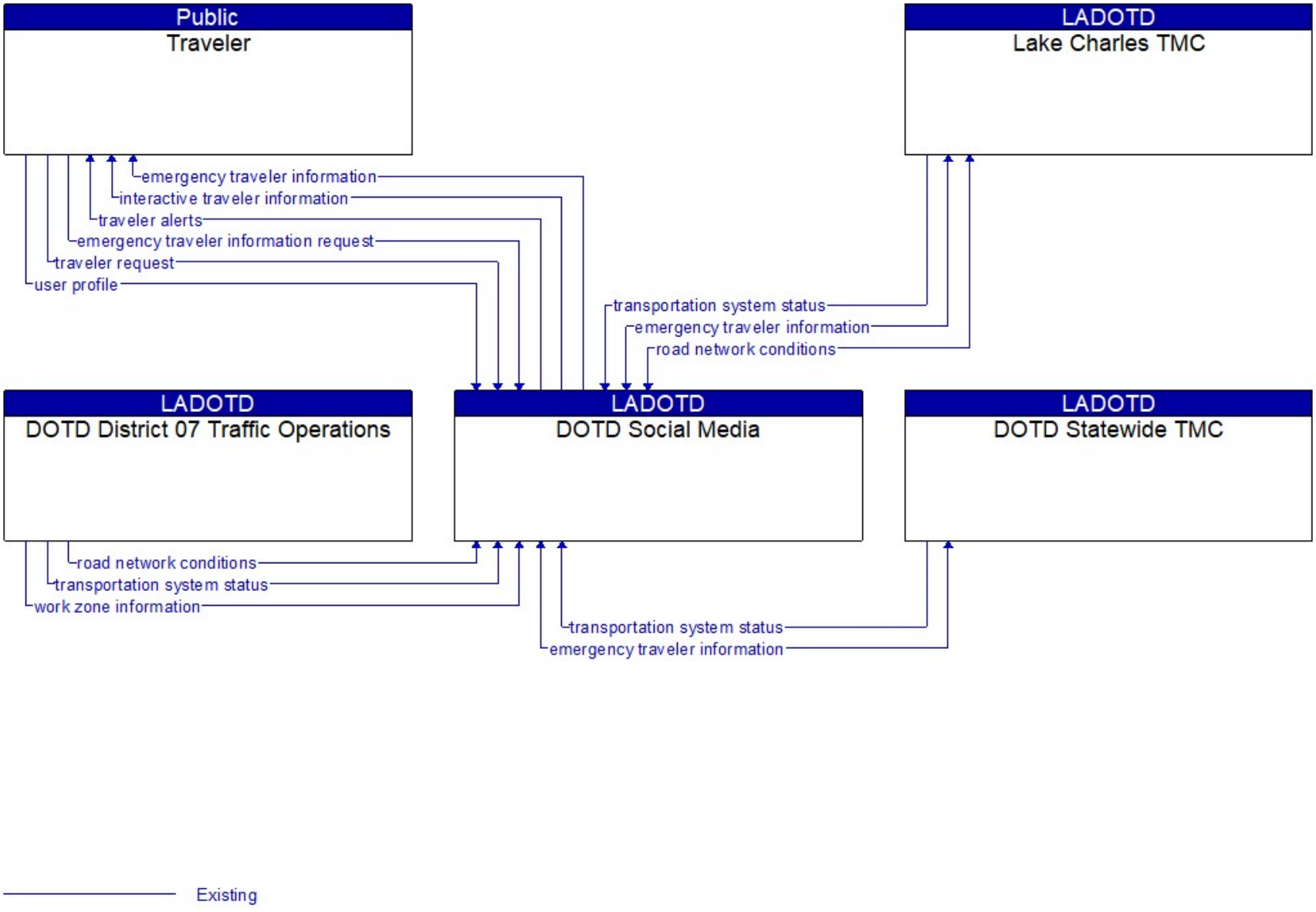
DOTD Statewide TMC
Local Government Agencies
Local Traffic Operations Center
resource coordination
emergency plan coordination
emergency traffic coordination
evacuation coordination
incident command information coordination
maint and constr resource response
road network status assessment
work zone information
road network conditions
transportation system status
Existing
Planned


Public
Traveler
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Lake Charles TMC
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interactive traveler information
traveler alerts
emergency traveler information request
traveler request
user profile
transportation system status
emergency traveler information
road network conditions
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DOTD District 07 Traffic Operations
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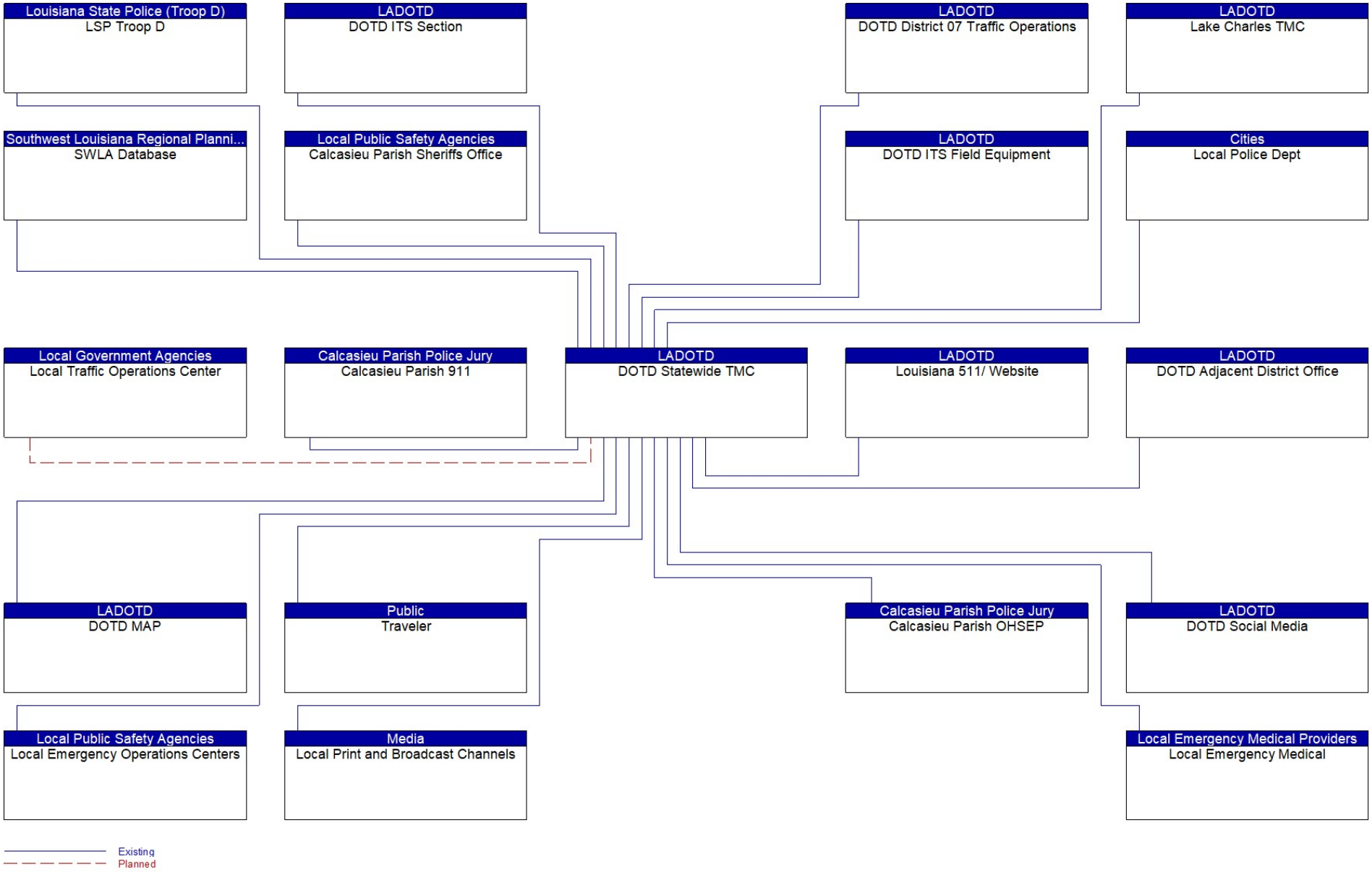
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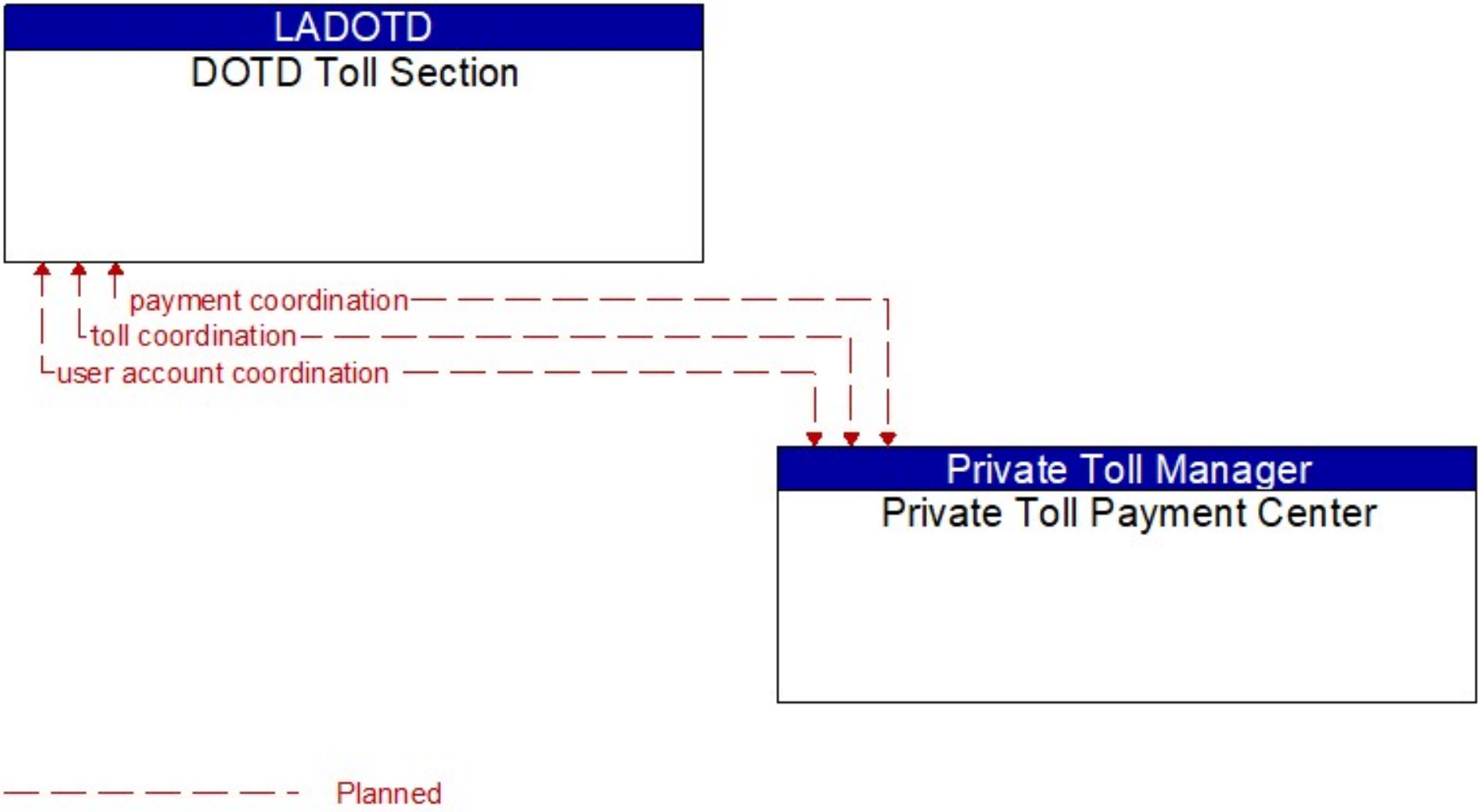
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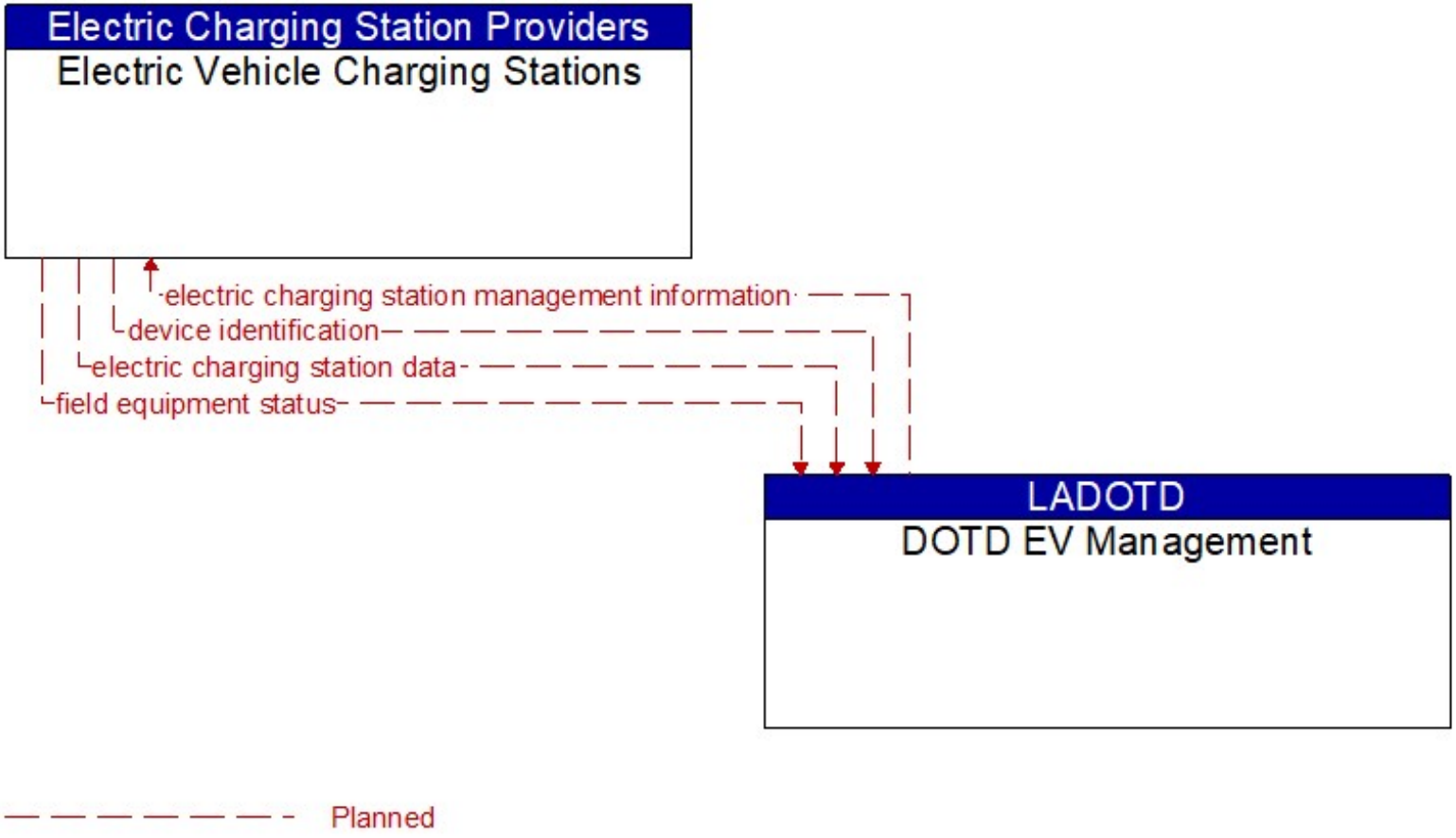
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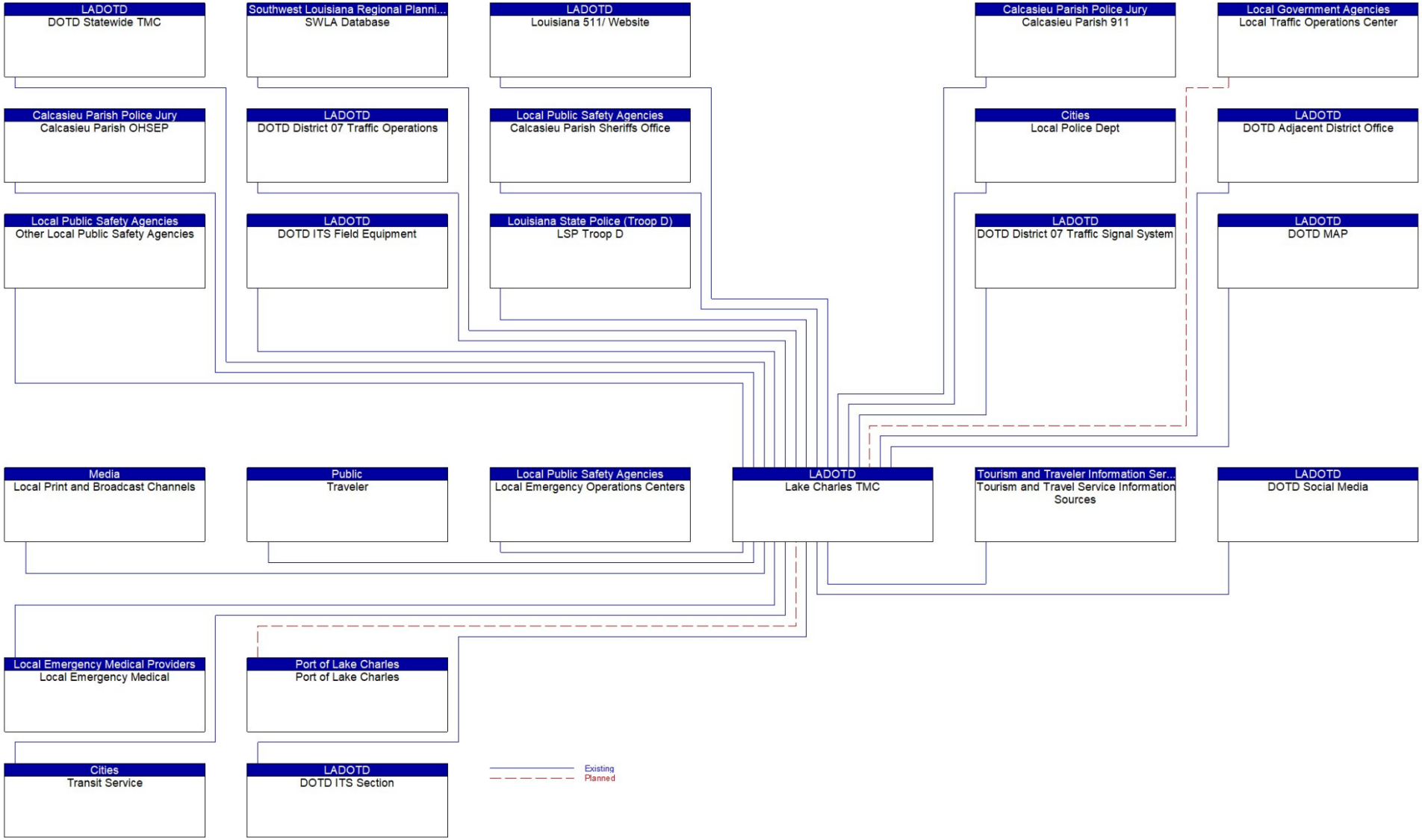
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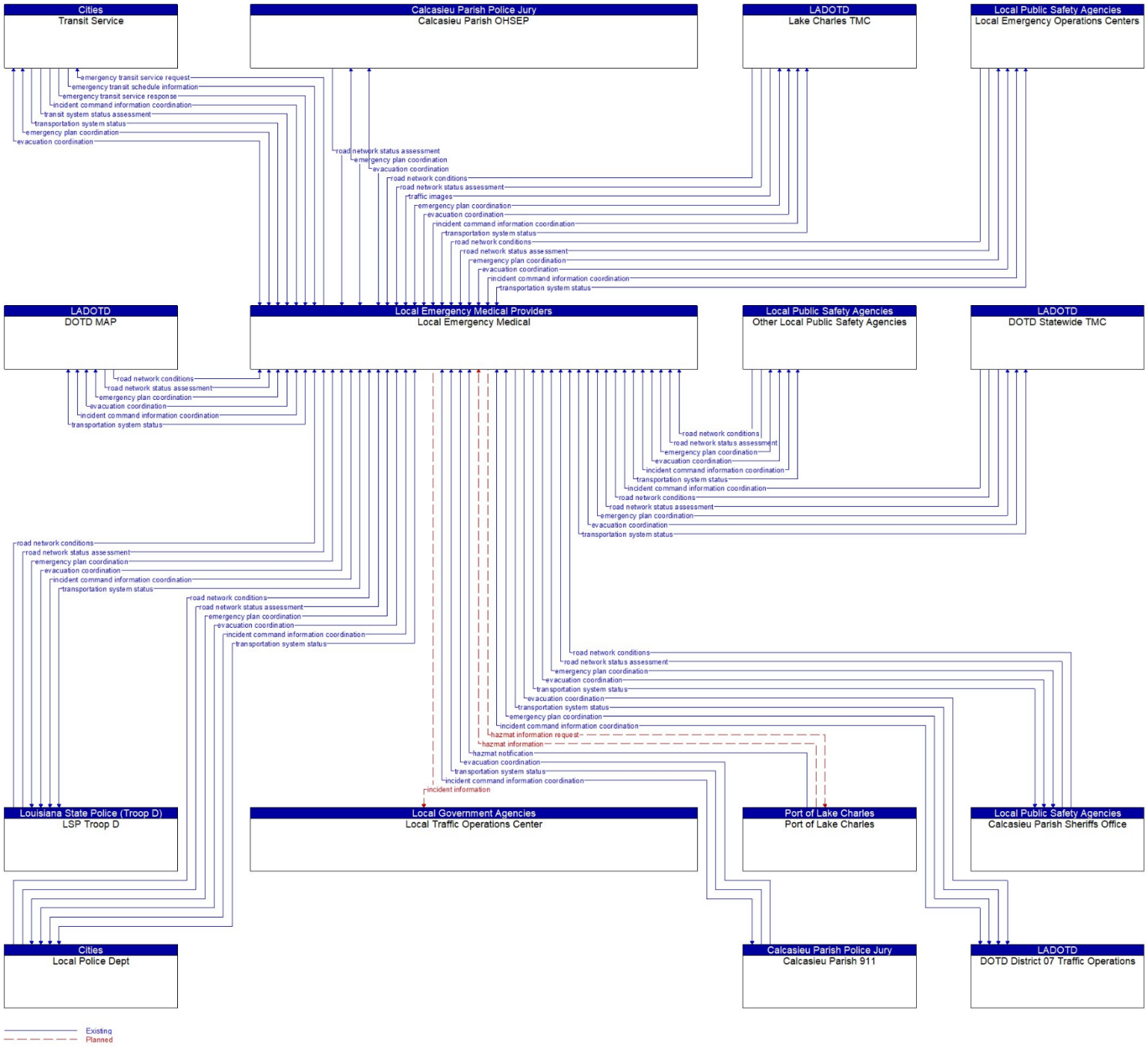
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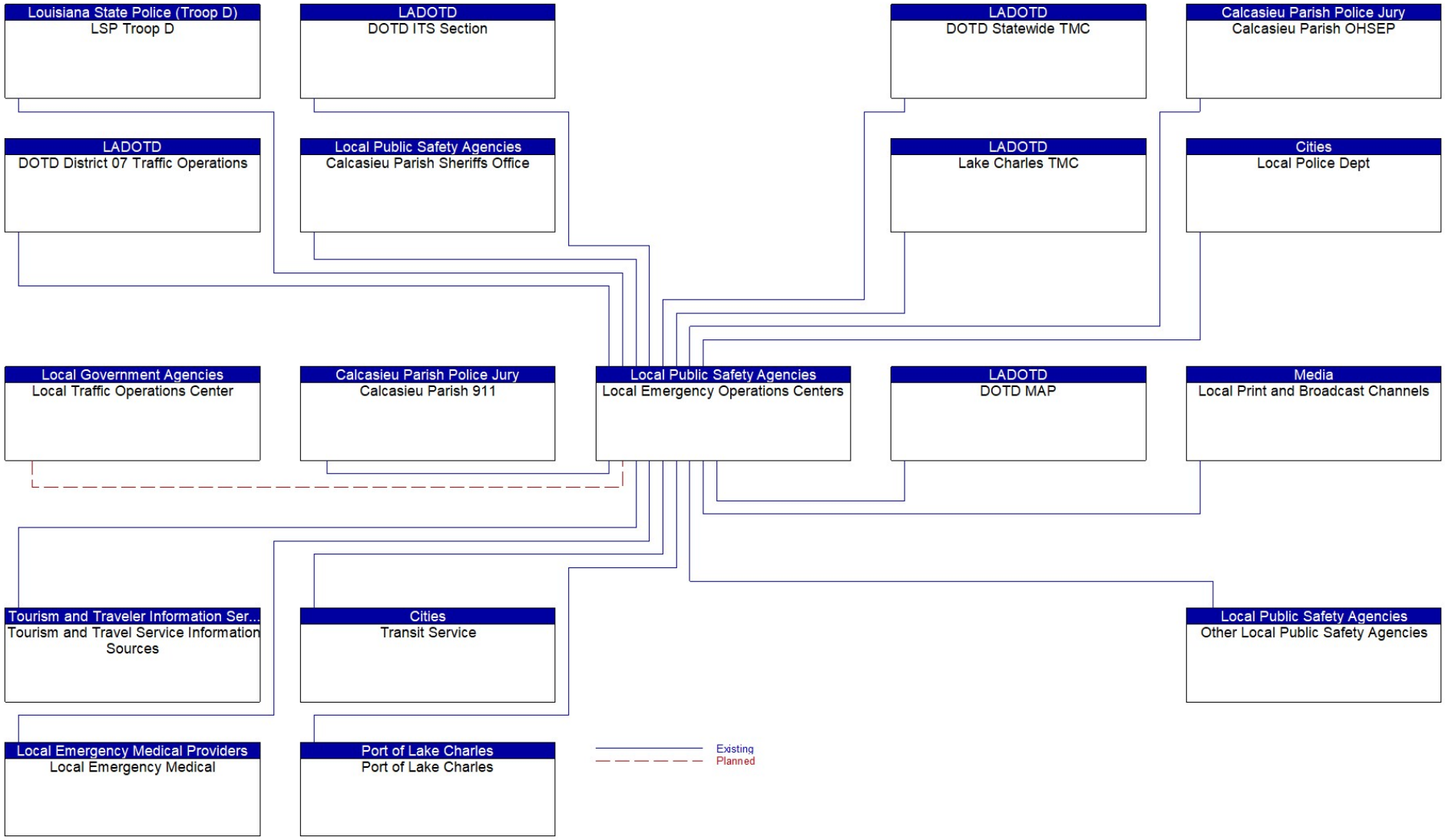
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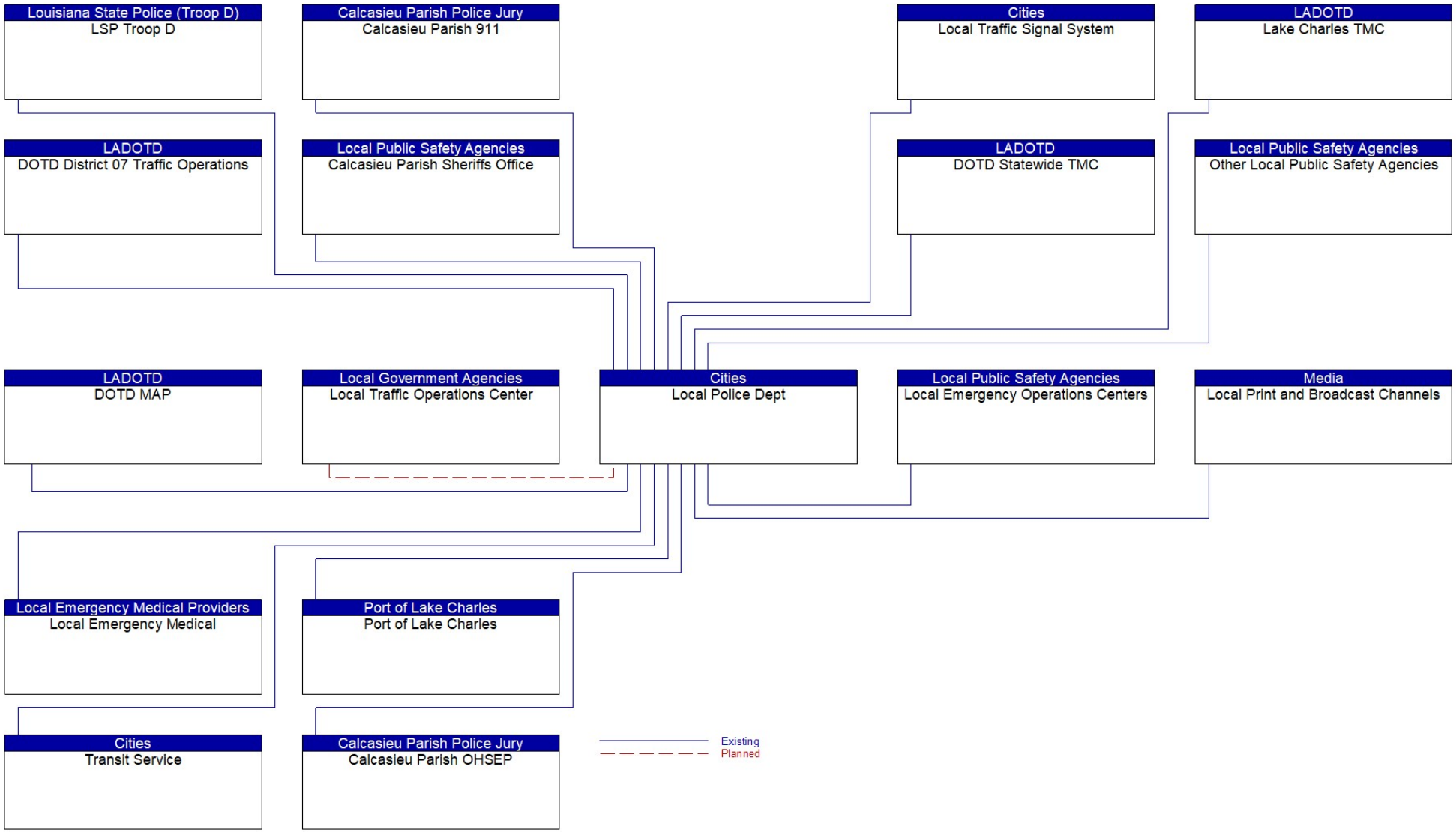
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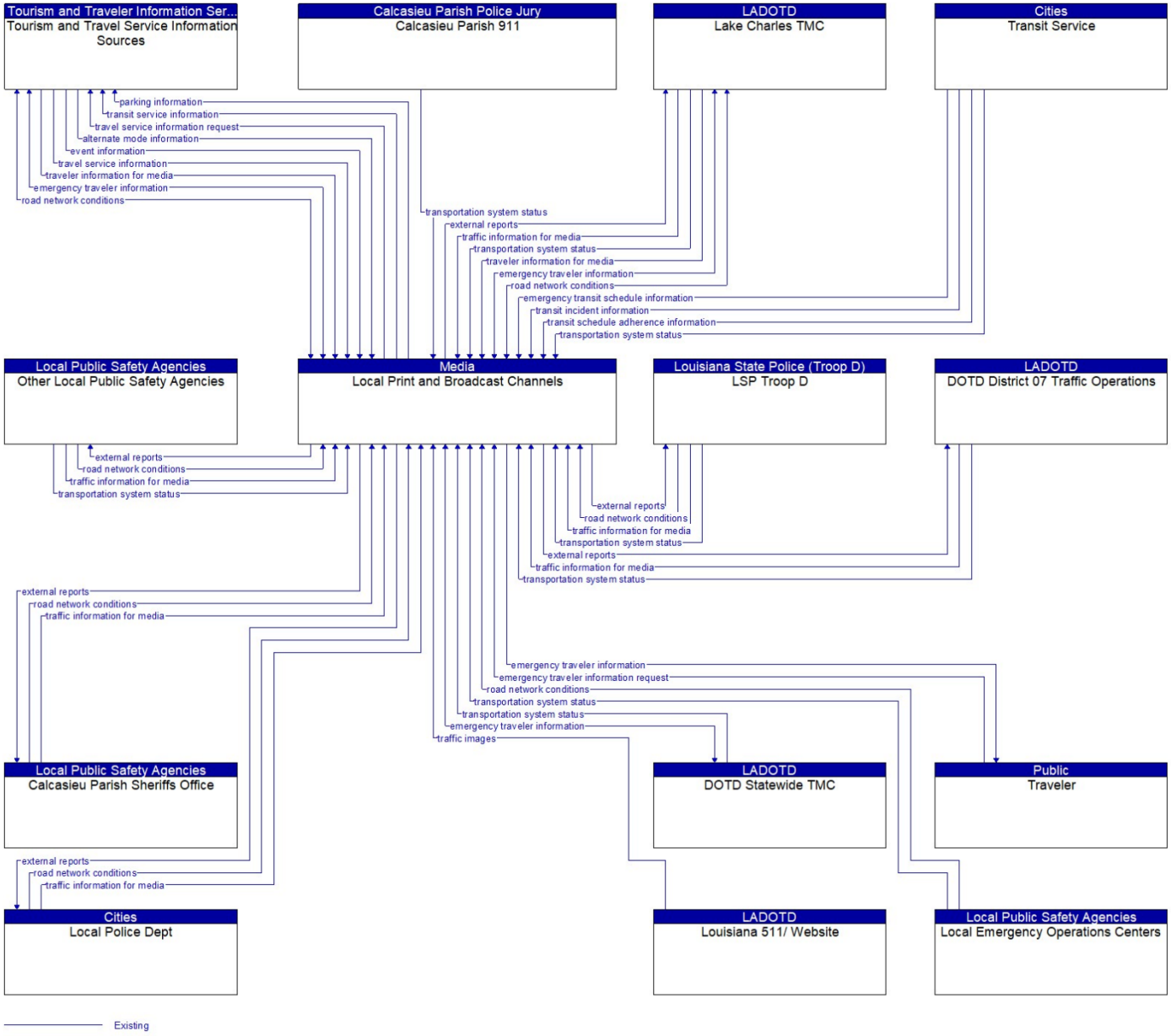
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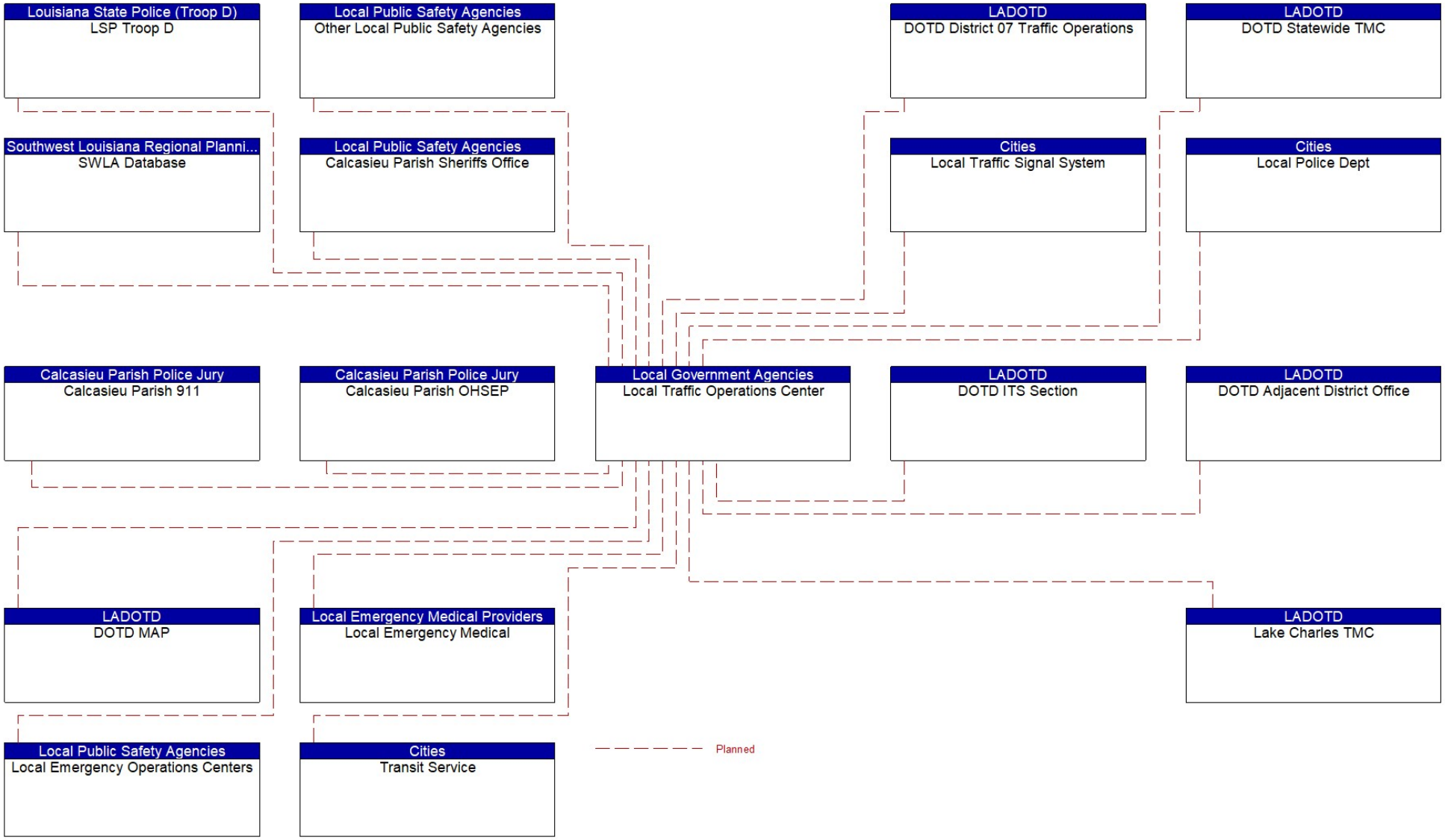
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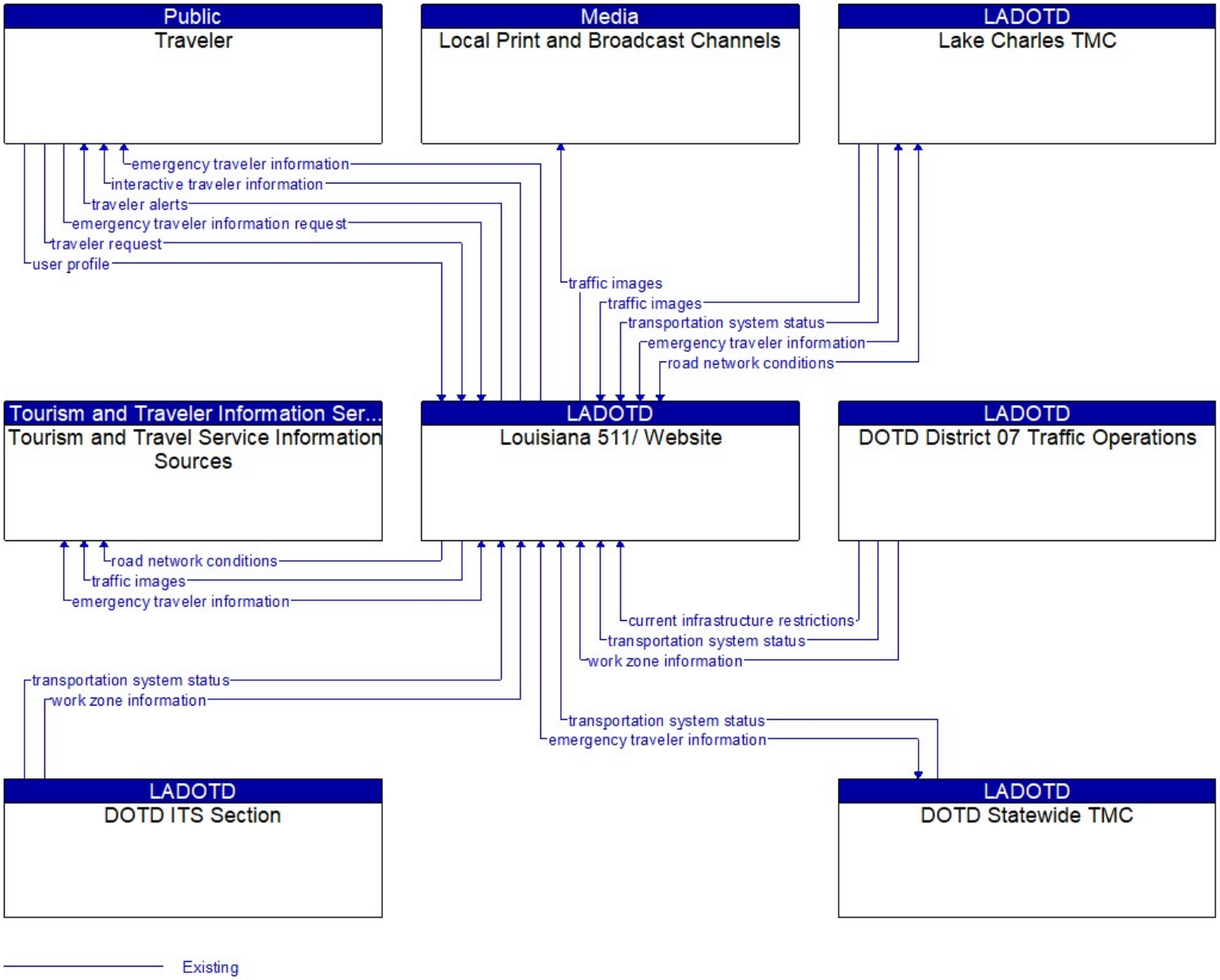
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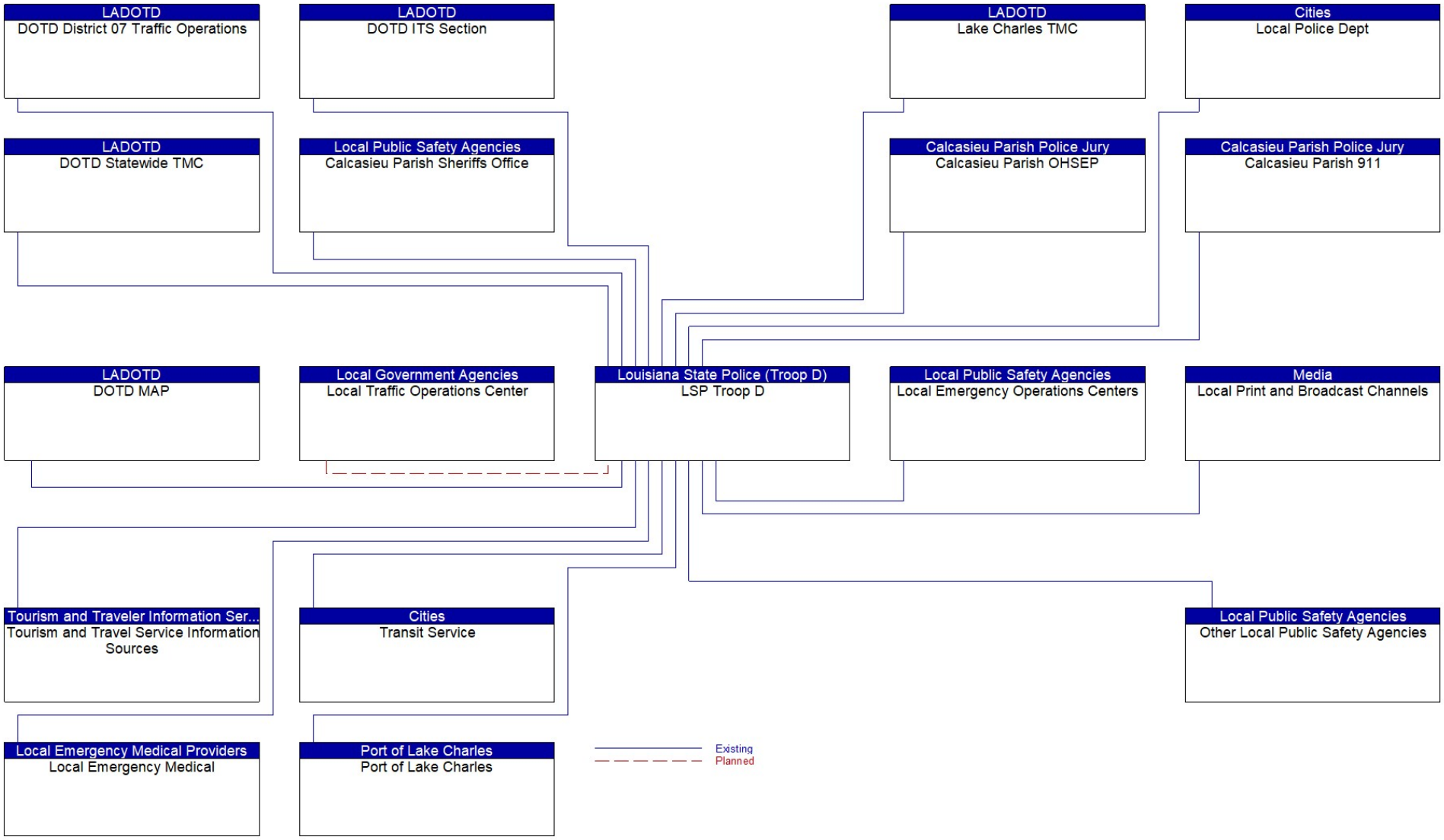
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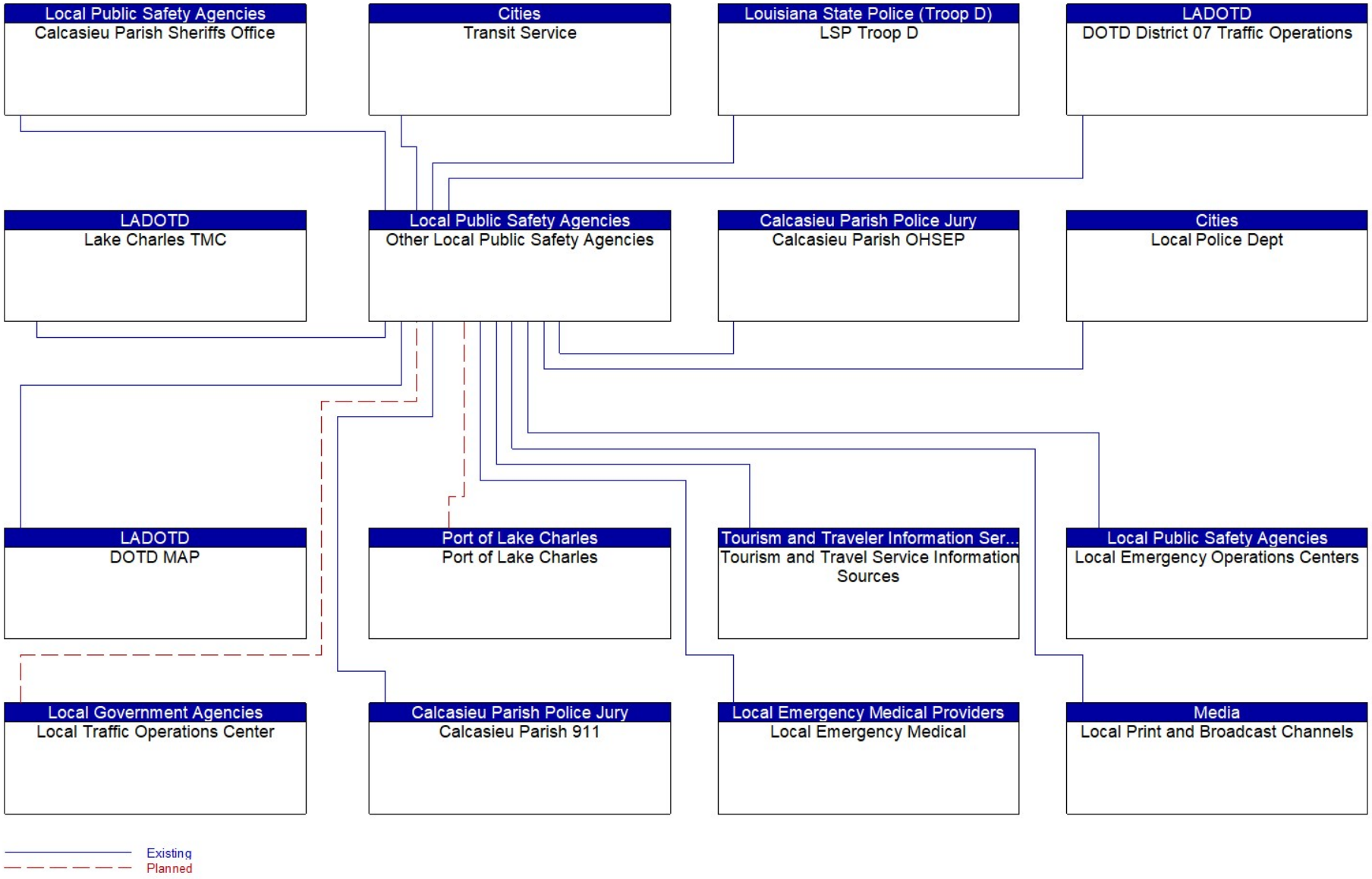
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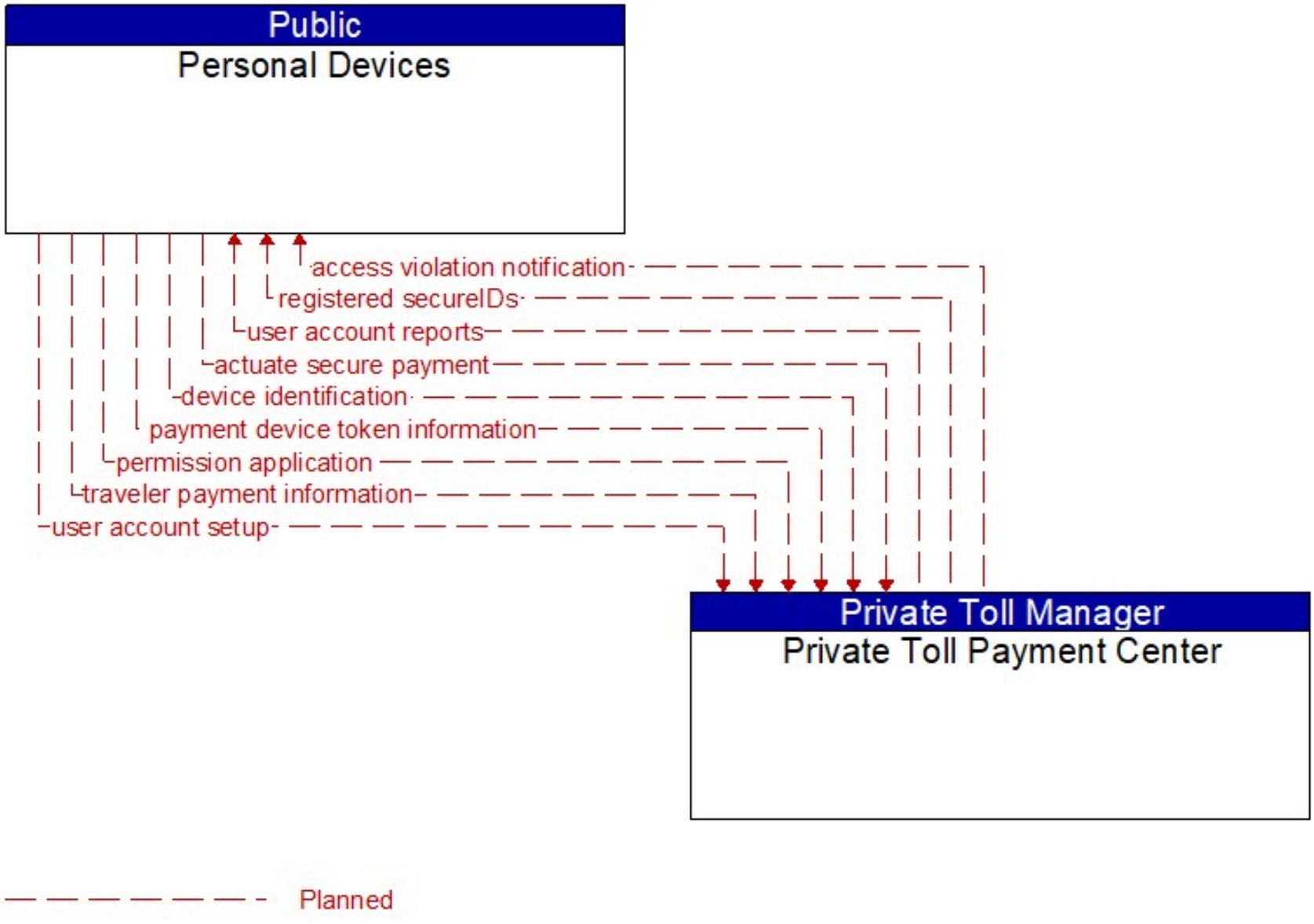
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traveler payment information
user account setup
Private Toll Manager
Private Toll Payment Center
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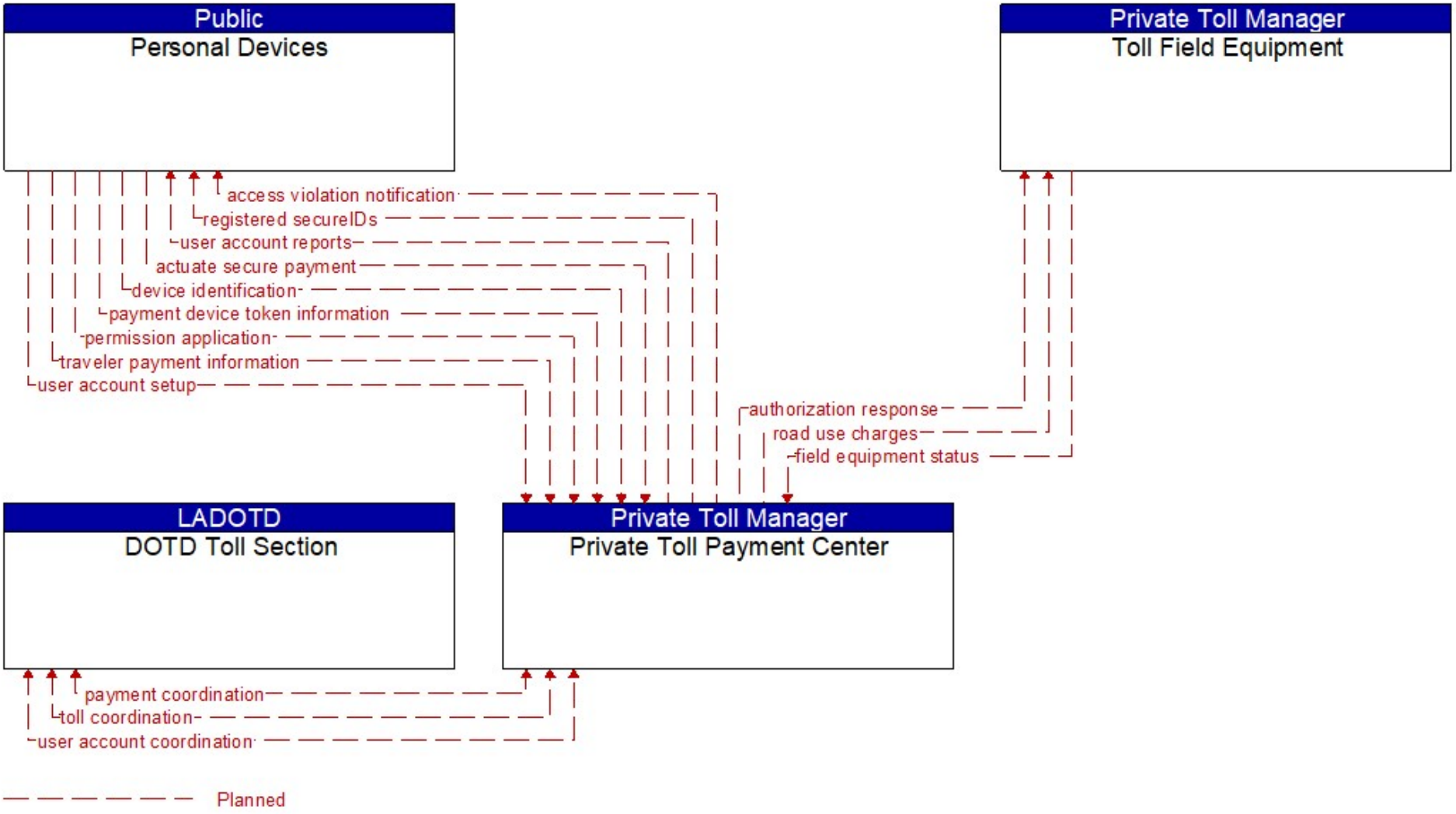
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Toll Field Equipment
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device identification
payment device token information
permission application
traveler payment information
user account setup
authorization response
road use charges
field equipment status
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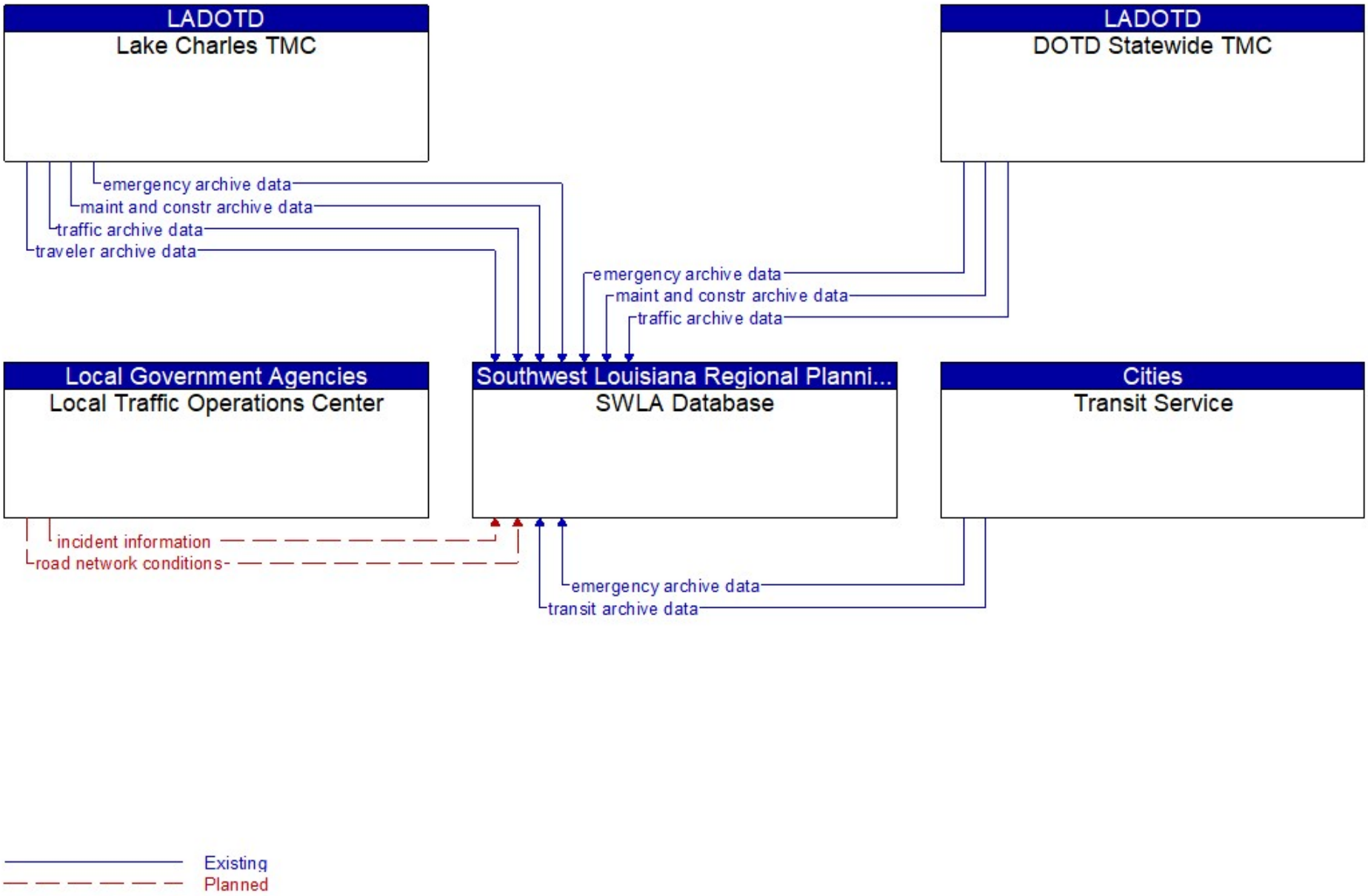
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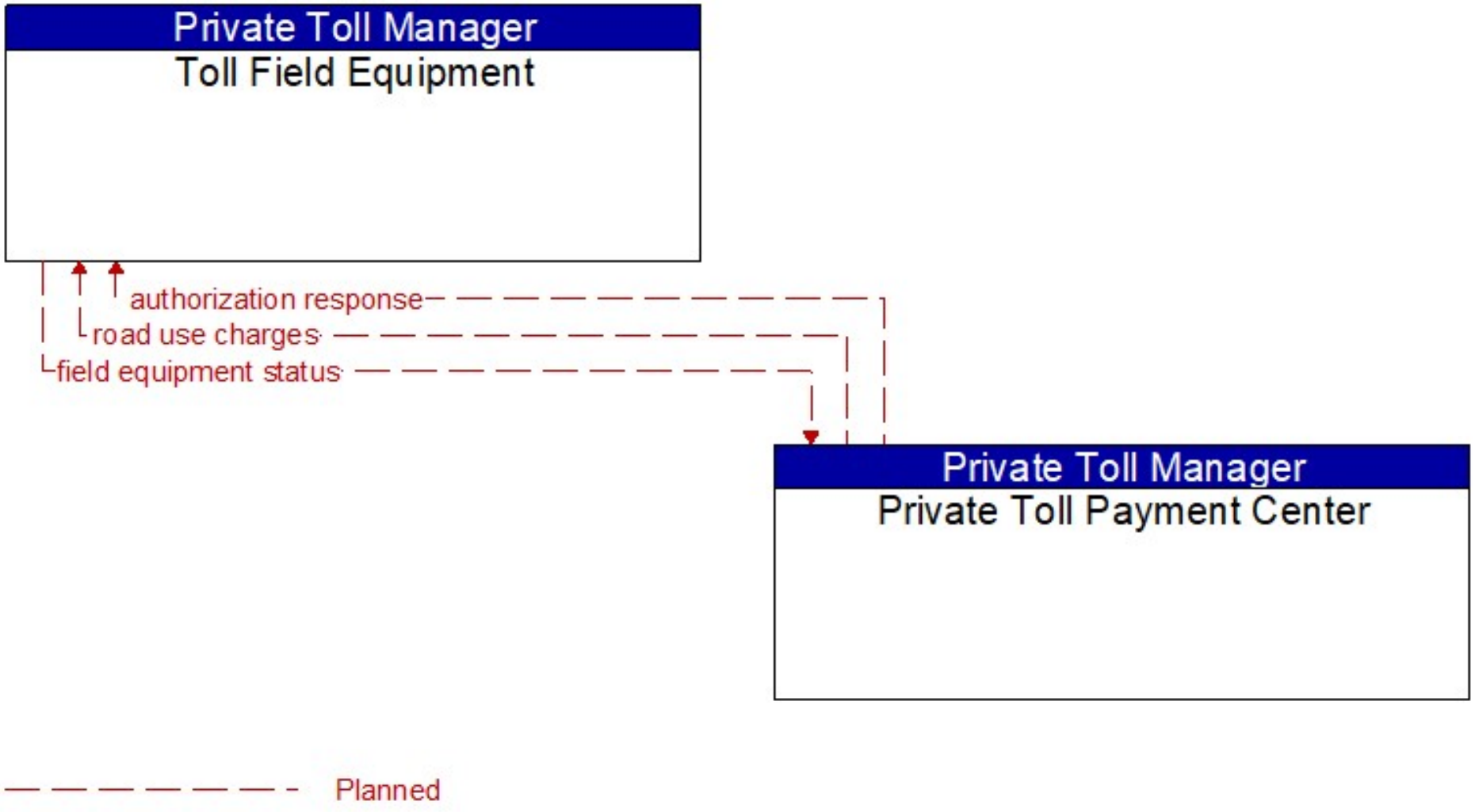
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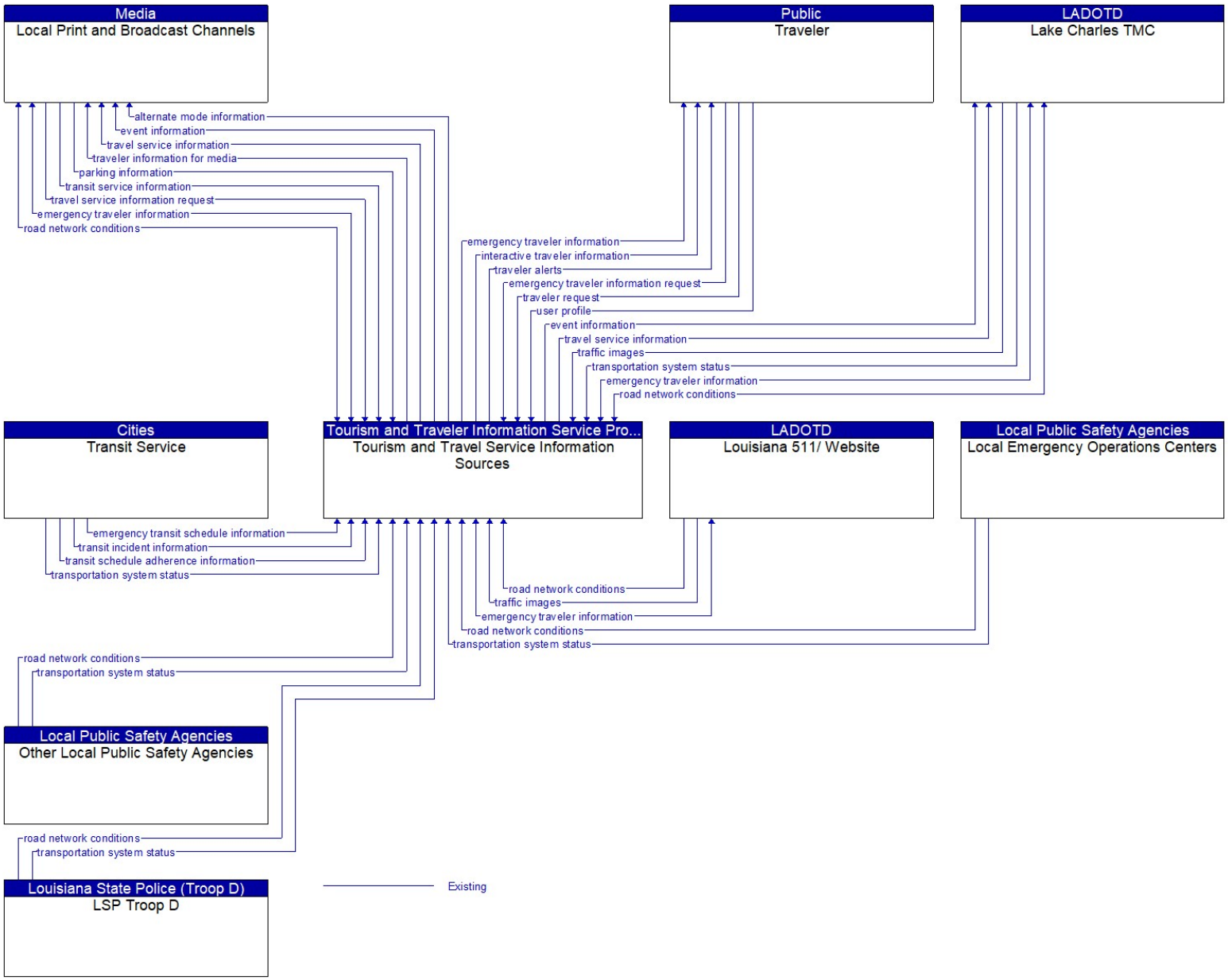
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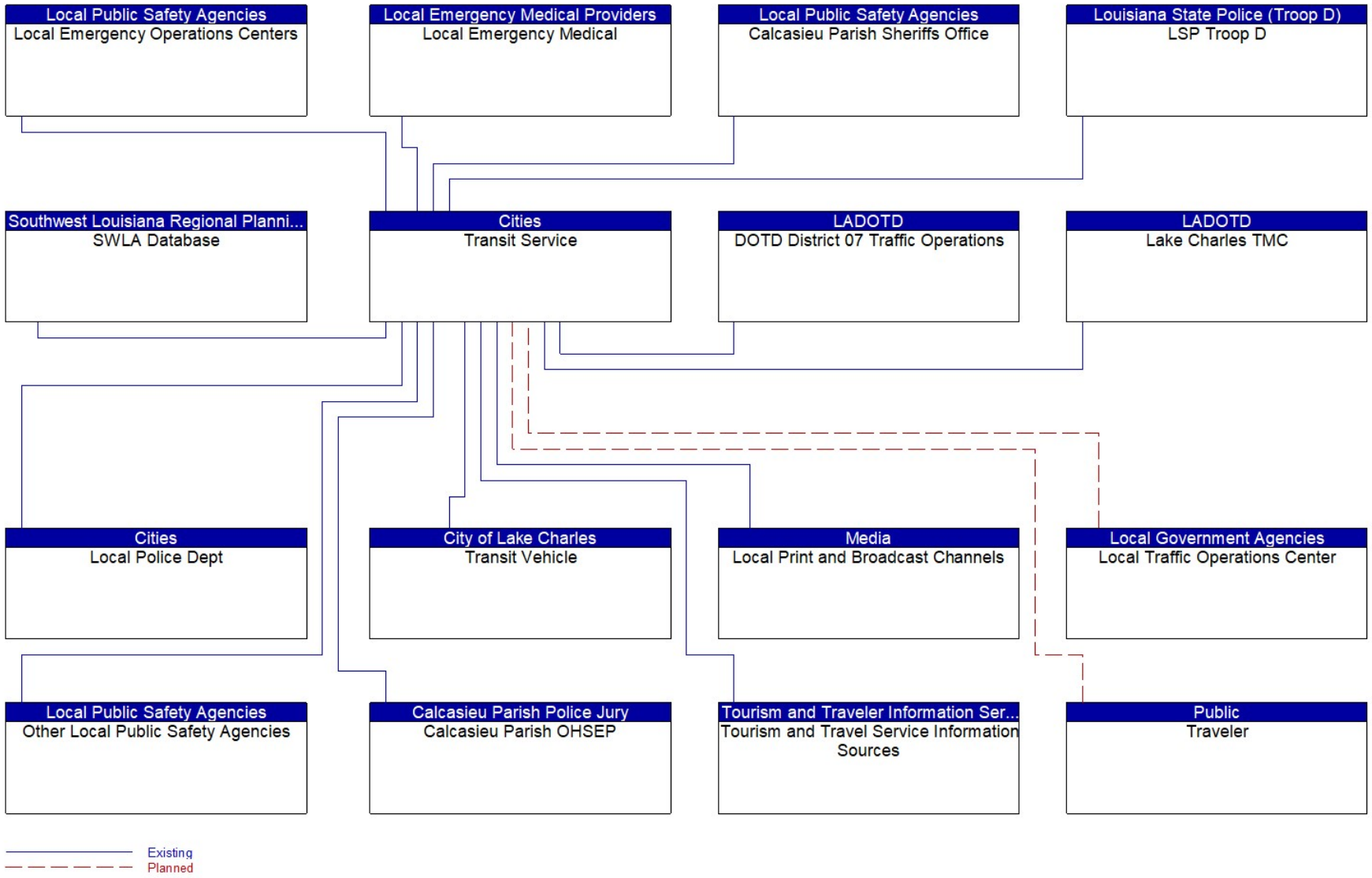
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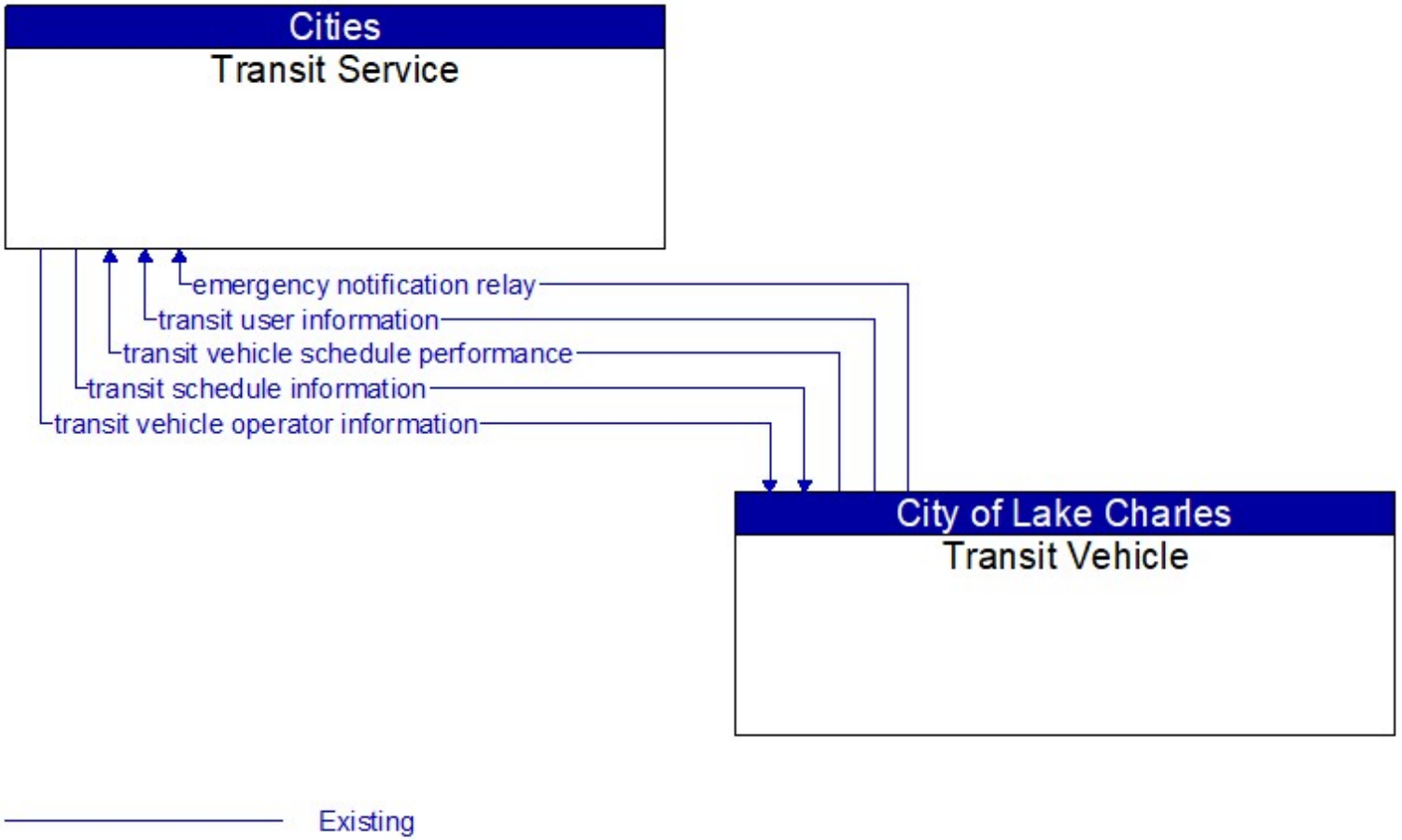
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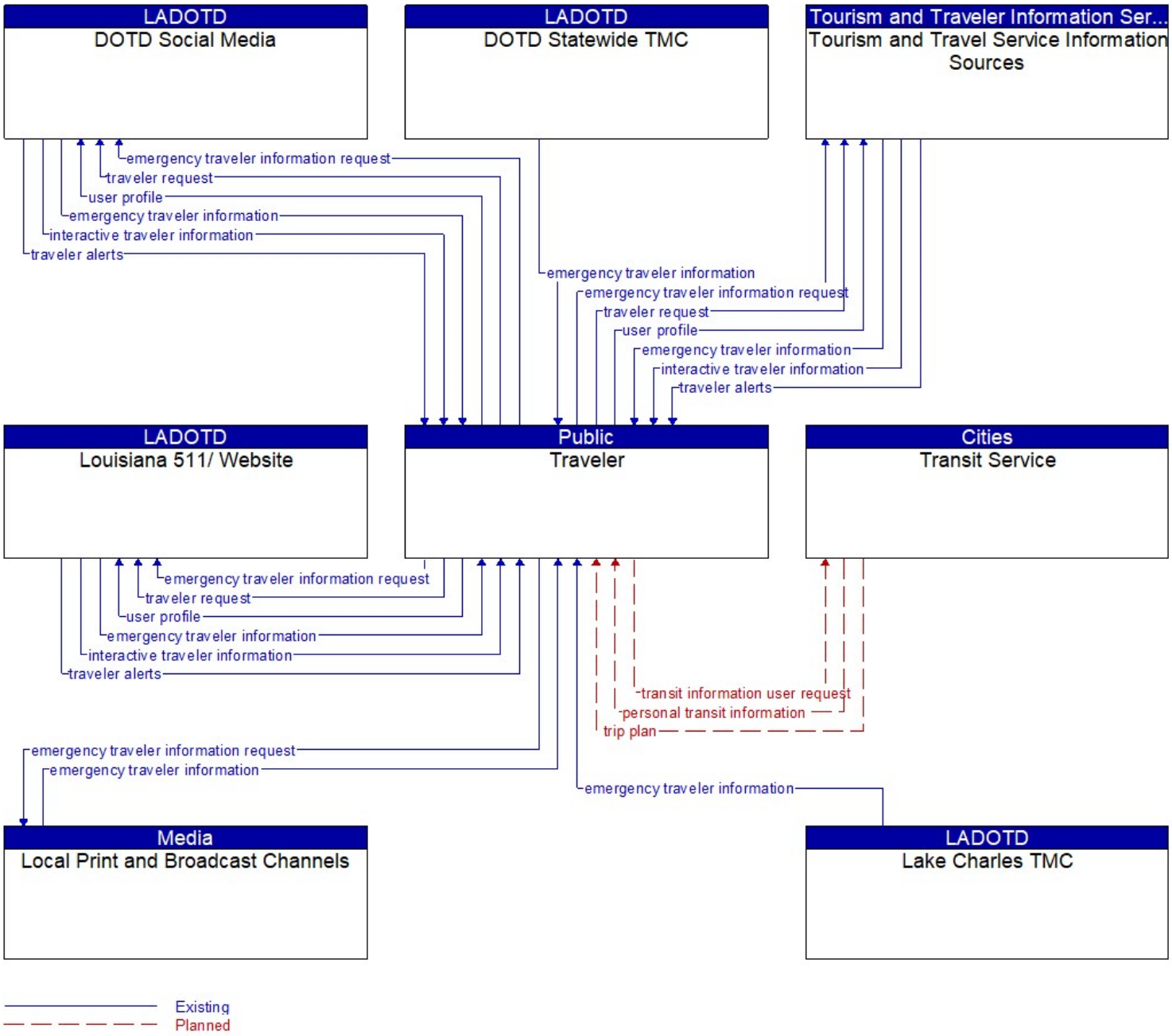
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Appendix C – Copies of Agreements

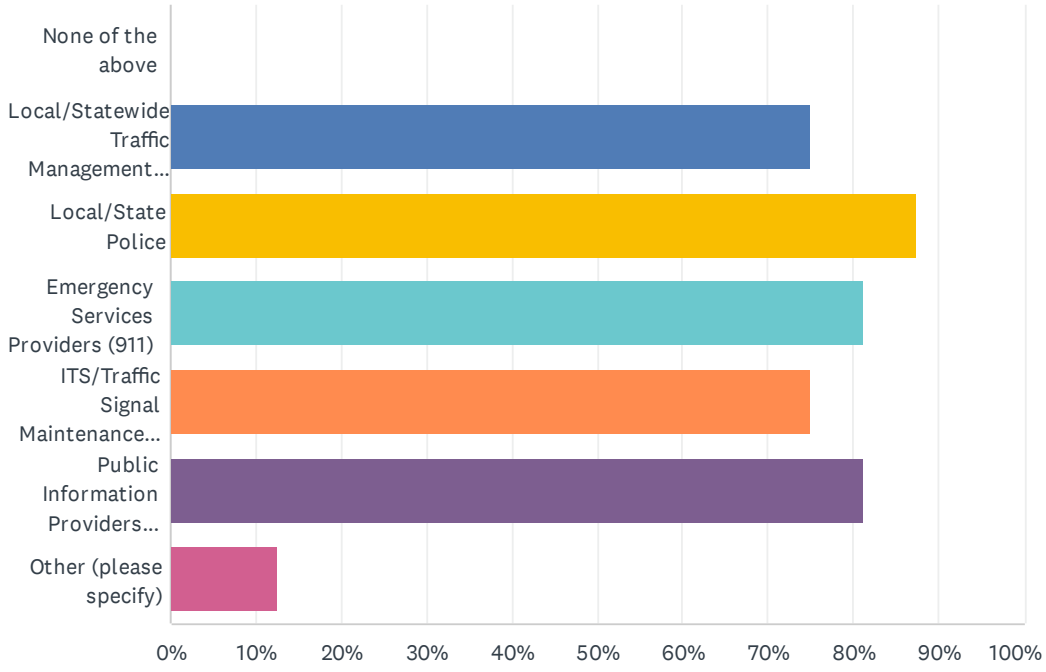
Appendix C - Copies of Agreements is intentionally left blank.

There are no official agreements for this region, but this section is left as a placeholder for future agreements.

Appendix D – Stakeholder Meeting Minutes

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

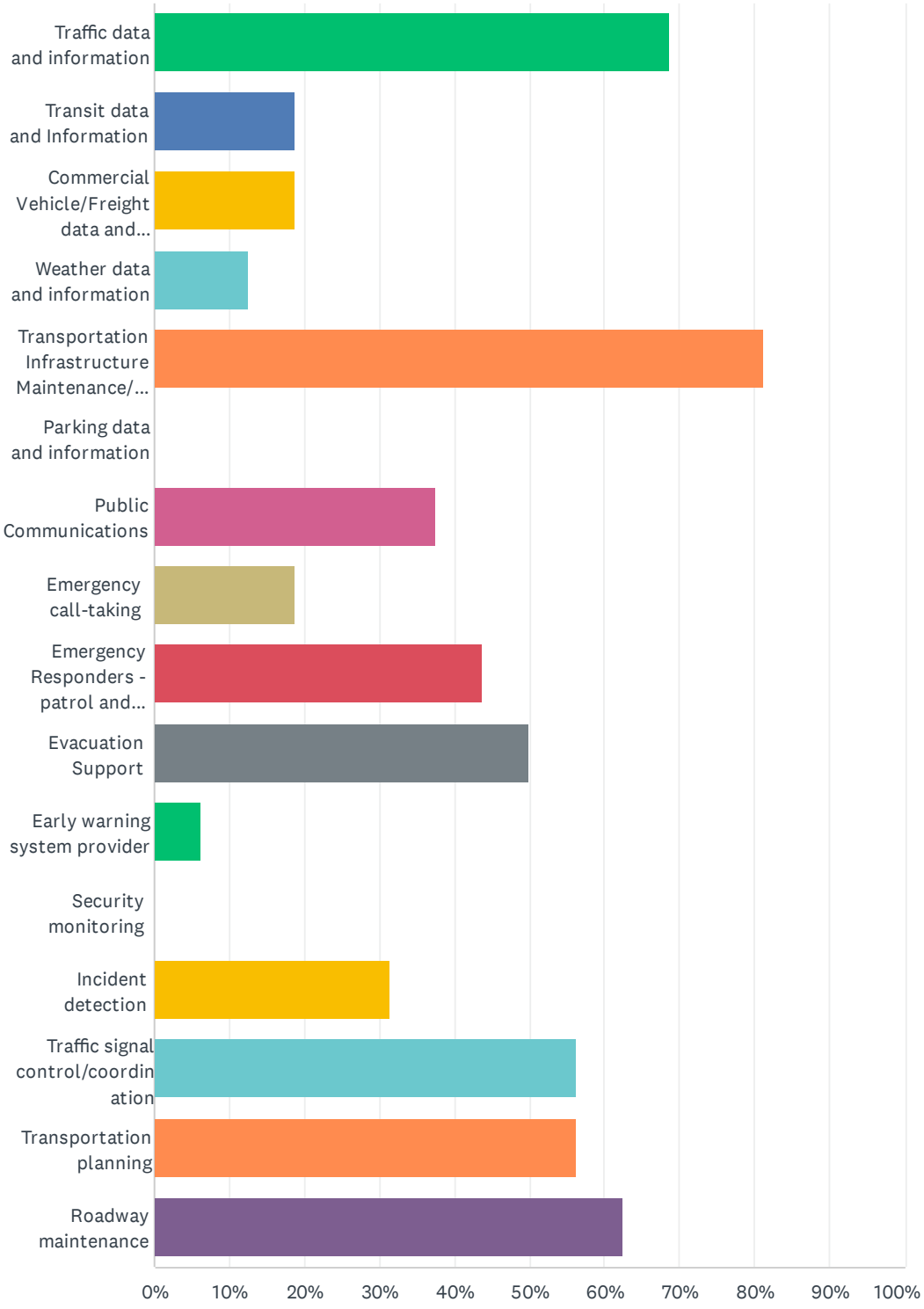
Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
None of the above	0.00%	0
Local/Statewide Traffic Management Center	75.00%	12
Local/State Police	87.50%	14
Emergency Services Providers (911)	81.25%	13
ITS/Traffic Signal Maintenance Organization	75.00%	12
Public Information Providers (Media)	81.25%	13
Other (please specify)	12.50%	2
Total Respondents: 16		

Q5 What are the major responsibilities of your organization?

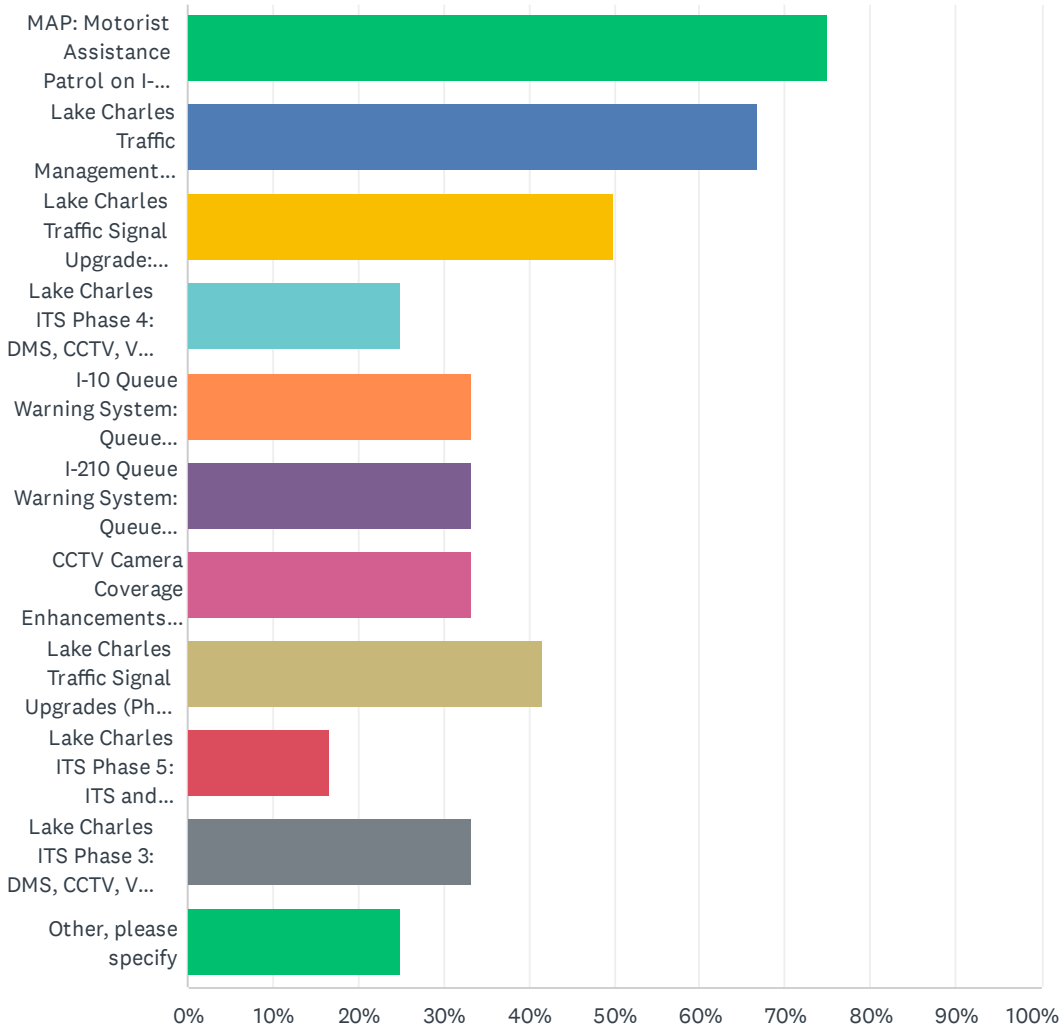
Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Traffic data and information	68.75%	11
Transit data and Information	18.75%	3
Commercial Vehicle/Freight data and information	18.75%	3
Weather data and information	12.50%	2
Transportation Infrastructure Maintenance/Construction data and information	81.25%	13
Parking data and information	0.00%	0
Public Communications	37.50%	6
Emergency call-taking	18.75%	3
Emergency Responders - patrol and dispatch	43.75%	7
Evacuation Support	50.00%	8
Early warning system provider	6.25%	1
Security monitoring	0.00%	0
Incident detection	31.25%	5
Traffic signal control/coordination	56.25%	9
Transportation planning	56.25%	9
Roadway maintenance	62.50%	10
Total Respondents: 16		

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).

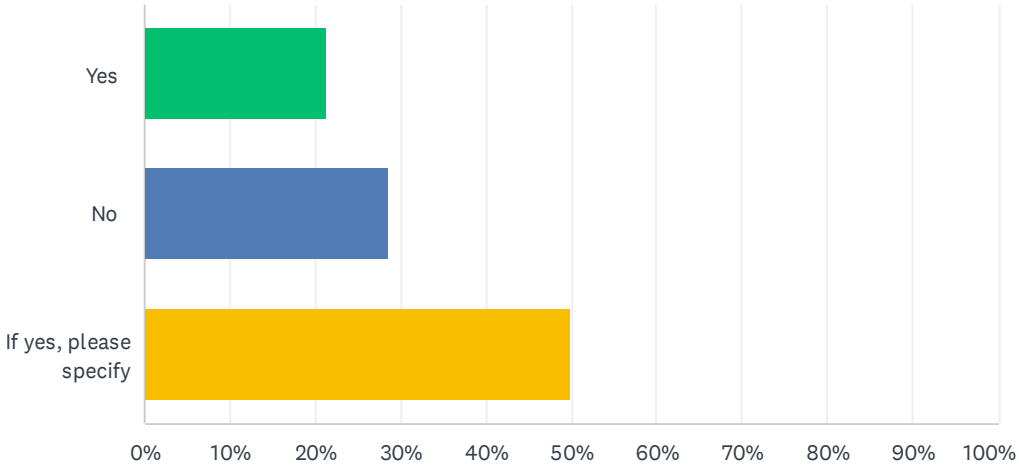
Answered: 12 Skipped: 4



ANSWER CHOICES	RESPONSES	
MAP: Motorist Assistance Patrol on I-10 and I-210	75.00%	9
Lake Charles Traffic Management Center: Co-located at D07	66.67%	8
Lake Charles Traffic Signal Upgrade: Upgrades on Ryan, Lake, 12th, Kirkman, Common, Louisiana, Enterprise, LA 14, Nelson, LA 384, Prien Lake, Broad, Lakeshore, and McNeese	50.00%	6
Lake Charles ITS Phase 4: DMS, CCTV, VD, & Communications on I-10 at I-210 to TX State Line	25.00%	3
I-10 Queue Warning System: Queue Detection, Flashing Beacons and Communications	33.33%	4
I-210 Queue Warning System: Queue Detection, Flashing Beacons and Communications	33.33%	4
CCTV Camera Coverage Enhancements: I-10 & I-210	33.33%	4
Lake Charles Traffic Signal Upgrades (Phase II): Big Lake, W Lincoln, US 90, Beglis, Cities Service, LA 1256, LA 378, Sampson	41.67%	5
Lake Charles ITS Phase 5: ITS and automation improvements to LA 387 drawbridge	16.67%	2
Lake Charles ITS Phase 3: DMS, CCTV, VD, Advisory System for I-210 from I-10 W to I-10 E	33.33%	4
Other, please specify	25.00%	3
Total Respondents: 12		

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)

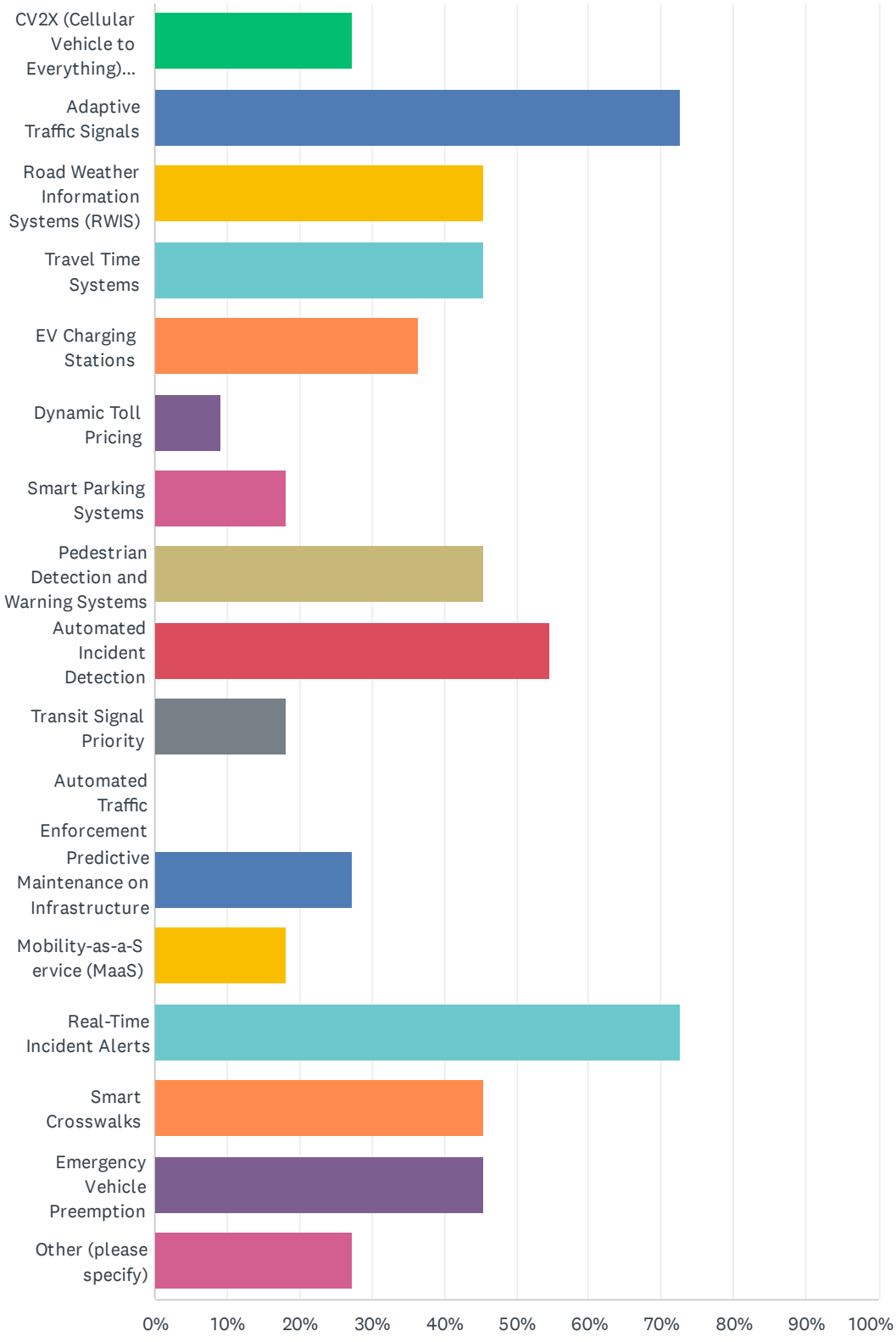
Answered: 14 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	21.43%	3
No	28.57%	4
If yes, please specify	50.00%	7
TOTAL		14

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

Answered: 11 Skipped: 5


CV2X (Cellular Vehicle to Everything)...
Adaptive Traffic Signals
Road Weather Information Systems (RWIS)
Travel Time Systems
EV Charging Stations
Dynamic Toll Pricing
Smart Parking Systems
Pedestrian Detection and Warning Systems
Automated Incident Detection
Transit Signal Priority
Automated Traffic Enforcement
Predictive Maintenance on Infrastructure
Mobility-as-a-Service (MaaS)
Real-Time Incident Alerts
Smart Crosswalks
Emergency Vehicle Preemption
Other (please specify)
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%

ANSWER CHOICES	RESPONSES	
CV2X (Cellular Vehicle to Everything) Technology	27.27%	3
Adaptive Traffic Signals	72.73%	8
Road Weather Information Systems (RWIS)	45.45%	5
Travel Time Systems	45.45%	5
EV Charging Stations	36.36%	4
Dynamic Toll Pricing	9.09%	1
Smart Parking Systems	18.18%	2
Pedestrian Detection and Warning Systems	45.45%	5
Automated Incident Detection	54.55%	6
Transit Signal Priority	18.18%	2
Automated Traffic Enforcement	0.00%	0
Predictive Maintenance on Infrastructure	27.27%	3
Mobility-as-a-Service (MaaS)	18.18%	2
Real-Time Incident Alerts	72.73%	8
Smart Crosswalks	45.45%	5
Emergency Vehicle Preemption	45.45%	5
Other (please specify)	27.27%	3
Total Respondents: 11		

Lake Charles Regional ITS Architecture Update

Contract No. 4400016364, TO #10
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
     - MAP and TMC contracts were discussed, but these would be statewide contracts which would be included in the statewide ITS architecture
     - R. Deville indicated that DOTD has a list of 14 agreements that she will provide which cover various regions of the state
     - Unofficial agreement for maintenance of communication infrastructure for Adaptive Communications between DOTD ITS and D07
   - Previous Architecture Projects
     - MAP - Ongoing
     - LKC TMC – Potential for future relocation, but that project is complete and should be removed from upcoming
     - LKC Signal Upgrade – C. Chauvin to follow up with A. Fillastre on project status
     - LKC ITS Ph 4 –Scheduled for 2033, keep in report and update costs
     - I-10 Queue Warning – Not completed, not on schedule, keep in report and update costs
     - I-210 Queue Warning – Not completed, not on schedule, keep in report and update costs
     - CCTV Cameras – Would occur after ITS Ph 4, keep in report and update costs
     - LKC Signal Upgrades – Was delayed due to FYA, will be updated and in the future, keep in report and update costs
     - LKC ITS Ph 5 – Would occur after Ph 4, keep in report and update costs
     - LKC ITS Ph 3 – Completed, remove from upcoming include in existing infrastructure
   - Upcoming Projects
     - From Survey
       - Possible additional adaptive signal corridors

        - Adaptive signalization along LA 1138-2 & 1138-1 (Nelson Rd)
    - From Meeting
        - Adaptive signalization along Ryan Street
    - Upcoming Traffic – general signal communications projects (cellular)
- Specific Areas of Interest – Upcoming tolling for I-10 bridge
    - C. Chauvin to reach out to Scott Rundell for feedback inclusion in update
- 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 - include in architecture and report
    - 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 – add description in report, but do not include in architecture
    - Transit Signal Authority - add description in report, but do not include in architecture
    - Automated Traffic Enforcement - add description in report, but do not include in architecture
    - Predictive Maintenance on Infrastructure - add description in report, but do not include in architecture
    - Mobility-as-a-Service - add description in report, but do not include in architecture
    - Bus Smartphone App - add description in report, but do not include in architecture

4. **Action Items**

- DOTD (R. Deville) to provide list of agreements – provided 8/20
- C. Chauvin to follow up with A. Fillastre on signal project statuses
- Consultant to follow up with local stake holders on local project updates
- C. Chauvin to follow up with S. Rundell for I-10 Tolling bridge project
- Consultant to submit TMC list of sites – attached

District 7 ITS Equipment Wish List

I-10 DMS

I-10 East and West at US 90 (Toomey)
    US 90 North and South before I-10
I-10 East and West at LA 108 (Vinton)
    LA 108 East and West before I-10
I-10 East and West at Ruth Street
I-10 West at Mile Marker 22
I-10 East and West before I-10/I-210 (Sulphur)
I-10 East and West at PPG
I-10 East and West at Enterprise
I-10 East and West at US 171
    US 171 North and South before I-10
I-10 East at Mile Marker 35
I-10 West at LA 383
I-10 East and West at US 165
    US 165 North and South before I-10
I-10 East and West at LA 26 (Jennings)
    LA 26 East and West before I-10
I-10 East and West at the Jefferson Davis/Acadia Parish Line

I-10 Cameras

I-10 at LA/TX State Line
I-10 at Vinton Weigh Station
I-10 at US 90 (Toomey)
I-10 at LA 3063
I-10 at LA 108
I-10 at Emergency Crossover (MM 10)
I-10 at Fabacher Rd Overpass (MM 11)
I-10 at Wing Gully Bridge (MM 13)
I-10 at Choupique Rd Overpass (MM15)
I-10 at Pete Seay Rd Overpass (MM 17)
I-10 at Emergency Crossover (MM18)
I-10 at Hungerford Rd Overpass (MM 38)
I-10 at LA 838
I-10 at Calcasieu/Jefferson Davis Parish Line
I-10 East and West before US 165
    US 165 North and South before I-10
I-10 at Mile Marker 46
I-10 at LA 101
I-10 at Oilfield Rd Overpass (MM 50)
I-10 at Mile Marker 52
I-10 at LA 99
I-10 at Hoke Rd overpass (MM 57)
I-10 at LA 395
I-10 at Bayou Grand Marais Bridge (MM 61)
I-10 at LA 26
I-10 at LA 97
I-10 at Jefferson Davis/Acadia Parish Line

District 7 ITS Equipment Wish List

US 90 DMS

US 90 East and West before LA 27
US 90 East and West before LA 108 (Sulphur)
US 90 East and West before LA 3063 (Vinton)

US 90 Cameras

US 90 before LA 3063 (Vinton)
US 90 before LA 27
US 90 before LA 108 (Sulphur)
US 90 at PPG (West Lake Zetron)
US 90 at LA 14
US 90 at LA 397

LA 108 Cameras

LA 108 before Maplewood Drive (DMS 4)
LA 108 before Industrial Drive (DMS 5)

LA 27 DMS

LA 27 North and South before Choupique Bayou Bridge
LA 27 North and South before Ellender Bridge
LA 27 South before LA 82 (Holly Beach)
    LA 82 North and South before LA 27 (Holly Beach)
LA 27 /LA 82 before Cameron Ferry
LA/27/LA 82 North South East and West at LA 1143
LA 27 North and South before Intracoastal Waterway Bridge (Gibbstown)
LA 27 North and South at LA 384
    LA 384 East before LA 27
LA 27 North and South at LA 14 (Holmwood)

LA 27 Cameras

LA 27 before Jimmy Jones Road (Cameron Ferry DMS 6)
LA 27 at Choupique Bayou Bridge
LA 27 at Ellender Bridge
LA 27 at Hog Island Gully Canal Bridge (Hackberry)
LA 27 at West Cove Boat Ramp
LA 27 at LA 82 (Holly Beach)
LA 27 at Cameron Ferry
LA 27/LA 82 at LA 1143
LA 27 at Intracoastal Canal Waterway Bridge (Gibbstown)
LA 27 at LA 384
LA 27 South before Boeuf Road (Cameron Ferry DMS 7)
LA 27 at LA 14 (Holmwood)

*Any cameras or DMS that we can get on US 171, US 165, and US 190, would also assist.

Lake Charles Regional ITS Architecture Update

Contract No. 4400016364, TO #8
Stakeholder Meeting Minutes
9/4/24

1. **Stakeholders Present:**
   - DOTD ITS: Kent Domingue, Tyler Henderson, Lucy Kimbeng, Alaa Shams, Rosalinda Deville, Ryan Reviere, Ty Hampton, Ben Nichols
   - DOTD D07: Jared Chaumont, Seth Woods, Andre Ange
   - TMC: MaryAnn Nickles
   - LA State Police Troop D: Jim Haugen
   - CPPJ: Nick Johnson
   - SWLA RPC: Jamie Gaines
   - Port of Lake Charles: Nick Pestello
   - LKC MPO: Mike Hollier, Harris Quadir, Tim Conner, Steve Jiles, Rodolfo Sifuentes, Yassic Naumenko

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
     - MAP and TMC contracts - are included in the statewide ITS architecture
     - Unofficial agreement for maintenance of the communication infrastructure for Adaptive Communications between DOTD ITS and D07
       - ITS section maintains from fiber hubs to ITS sites, outside of ITS network is D07 responsibility, some shared responsibilities
     - Signal support during emergency operations – informal agreement, DOTD may provide timing support to Cities or Parish, to be noted in report
   - Previous Architecture Projects
     - No previous listed projects from local agencies
   - Upcoming Projects
     - Possible additional adaptive signal corridors
       - LA 385 (Ryan Street) – includes widening Ryan St on approaches to Sale
       - LA 1138-2 & 1138-1 (Nelson Rd) – part of same study as Prien Lake Elementary study
     - Signal communications projects (cellular) – not yet developed, DOTD Traffic looking to get communication to all state traffic signals

  - Upcoming tolling for I-10 bridge – will follow up with DOTD Tolling and provide update to stakeholder group
    - Project will take 7 years to build, a few years out from any sort of tolling implementation
  - Possible joint TMC – not covered during meeting, but outline of components of proposed TMC attached for stakeholder review
  - Others:
    - H.014616 - 3 signal upgrades: LA 14 at McNeese – foundation issues, LA 27 at LA 108 north junction - foundation, LA 14 at Oak Park – span to mast
    - Crossing signal on John Stine – MPO (Jamie), Safe Street to public places grant, possibly in next year, currently in design phase, to be included in architecture
    - Guillory – to be completed by MPO, timeline to be determined
    - H.016037 (Prien Lake and Nelson Adaptive) - Prien Lake Elementary – Rapid flashing signal, to be included in ongoing study
    - LA 378 – Moss Bluff Elementary – rapid flashing signal next candidate
    - Cameron Ferry notification signs – current push to repair signs, to remain in architecture
- New project to add to architecture
  - EV Charging Stations – follow up with DOTD on EV project status in the region
  - Hydrogen Charging Stations – Locations: Shreveport, Alexandria, Lake Charles, Baton Rouge, and New Orleans; project to track hydrogen fuel trucks, Follow up after about tying in EV, deployed within 5 years, include in architecture
  - I-10 Bridge Tolling – updates to be provided to stakeholders
  - Adaptive Traffic Signals – include in architecture
  - Rain Gauge System (CPPJ One Rain) – includes automated alerts for water levels, could be used to provide data for alerting drivers of flooded roadways, cppj.onerain.com
- Types of new project deployments that will be included in the report, but not the architecture. These projects were discussed, but no expectation of funding was identified.
  - CV2X
  - Pedestrian Detection and Warning Systems
  - Real-Time Incident Alerts
  - RWIS
  - Travel Time Systems
  - Smart Parking Systems
  - Automated Incident Detection
  - Smart Crosswalks
  - Emergency Vehicle Preemption
  - Dynamic Toll Pricing
  - Transit Signal Authority
  - Automated Traffic Enforcement
  - Predictive Maintenance on Infrastructure
  - Mobility-as-a-Service
  - Bus Smartphone App – a lot of interest from stakeholders were identified for this type of feature, which caters to a non-traditional road user which is often overlooked. Recommendation for a statewide app that could bring in data from local agencies to reduce costs to local agencies and create consistent user-friendly model for people traveling to different areas in the state

4. **Action Items**

- C. Chauvin to follow up with DOTD Tolling for I-10 Bridge update for inclusion
- C. Chauvin to follow up with J. Gaines on Ped Signal on John Stine
- C. Chauvin to follow up with J. Chaumont on rapid flashing signal
- C. Chauvin to pass along updates on EV charging stations to stakeholders
- C. Chauvin to follow up with Public Works (Stacy Dowden) – grant to replace signals
- C. Chauvin to follow up with Y. Naumenko on alternative fuel corridor and provide updates to stakeholders
- C. Chauvin to follow up with Transit (local) on bus smartphone app

Appendix E – Existing ITS Field Devices

DOTD CCTV Locations

Name	Route	Direction	Cross Street	Latitude	Longitude	Parish
LKC-CAM-006	I-10	N	US-165 #1	30.2486935	-92.983559	Jefferson Davis
LKC-CAM-007	I-10	E	US-165 #2	30.2486935	-92.983559	Calcasieu
LKC-CAM-012	I-210	N	US-90	30.2354107	-93.165688	Calcasieu
LKC-CAM-016	I-10	W	Roanoke Tower	30.252264	-92.739906	Jefferson Davis
LKC-CAM-017	I-10	W	Roanoke Tower	30.252264	-92.739906	Jefferson Davis
LKC-CAM-201	I-10	E	Ruth Street 1	30.2156696	-93.376373	Calcasieu
LKC-CAM-202	I-10	E	Ruth Street	30.2156696	-93.376373	Calcasieu
LKC-CAM-211	I-10	E	LA 27	30.2157173	-93.358368	Calcasieu
LKC-CAM-212	I-10	E	LA 27	30.2157173	-93.358368	Calcasieu
LKC-CAM-231	I-10	E	LA 108	30.2158775	-93.325066	Calcasieu
LKC-CAM-232	I-10	E	LA 108	30.2158775	-93.325066	Calcasieu
LKC-CAM-241	I-10	W	Prater Road	30.2210541	-93.317696	Calcasieu
LKC-CAM-242	I-10	W	Prater Road	30.2210541	-93.317696	Calcasieu
LKC-CAM-251	I-10	W	I-210 Sulphur	30.2282219	-93.301651	Calcasieu
LKC-CAM-252	I-10	W	I-210 Sulphur	30.2282219	-93.301651	Calcasieu
LKC-CAM-253	I-10	W	I-210 Sulphur	30.2282219	-93.301651	Calcasieu
LKC-CAM-261	I-10	W	US 90	30.2374783	-93.280655	Calcasieu
LKC-CAM-262	I-10	W	US 90	30.2374783	-93.280655	Calcasieu
LKC-CAM-271	I-10	E	LA 378	30.2369633	-93.259277	Calcasieu
LKC-CAM-272	I-10	E	LA 378	30.2369633	-93.259277	Calcasieu
LKC-CAM-291	I-10	W	Calcasieu River Bridge	30.2371616	-93.237198	Calcasieu
LKC-CAM-292	I-10	W	Calcasieu River Bridge	30.2371616	-93.237198	Calcasieu
LKC-CAM-301	I-10	E	Ryan Street	30.2357578	-93.216782	Calcasieu
LKC-CAM-302	I-10	E	Ryan Street	30.2357578	-93.216782	Calcasieu
LKC-CAM-311	I-10	E	Enterprise Boulevard	30.2356834	-93.204384	Calcasieu
LKC-CAM-312	I-10	E	Enterprise Boulevard	30.2356834	-93.204384	Calcasieu
LKC-CAM-321	I-10	E	Fruge Street	30.2364845	-93.191261	Calcasieu
LKC-CAM-322	I-10	E	Fruge Street	30.2364845	-93.191261	Calcasieu
LKC-CAM-331	I-10	N	US-171	30.2471294	-93.180397	Calcasieu
LKC-CAM-341	I-10	W	I-210	30.2459736	-93.161873	Calcasieu
LKC-CAM-342	I-10	W	I-210	30.2459736	-93.161873	Calcasieu
LKC-CAM-343	I-10	W	I-210	30.2459736	-93.161873	Calcasieu
LKC-CAM-361	I-10	E	LA 397	30.2443447	-93.129639	Calcasieu
LKC-CAM-362	I-10	E	LA 397	30.2443447	-93.129639	Calcasieu
LKC-CAM-421	I-10	E	N. Thompson Ave. DMS	30.2476082	-93.034943	Calcasieu
LKC-CAM-811	I-210	E	Prien Lake Bridge	30.2132187	-93.290398	Calcasieu
LKC-CAM-812	I-210	E	Prien Lake Bridge	30.2132187	-93.290398	Calcasieu
LKC-CAM-831	I-210	E	Cove Ln	30.1955662	-93.266479	Calcasieu
LKC-CAM-832	I-210	E	Cove Ln	30.1955662	-93.266479	Calcasieu
LKC-CAM-841	I-210	W	Nelson Rd	30.1969719	-93.249077	Calcasieu
LKC-CAM-842	I-210	W	Nelson Rd	30.1969719	-93.249077	Calcasieu
LKC-CAM-851	I-210	W	Lake St	30.1971798	-93.232803	Calcasieu

LKC-CAM-852	I-210	W	Lake St	30.1971798	-93.232803	Calcasieu
LKC-CAM-861	I-210	E	Ryan St	30.1968479	-93.218269	Calcasieu
LKC-CAM-862	I-210	E	Ryan St	30.1968479	-93.218269	Calcasieu
LKC-CAM-871	I-210	W	Enterprise Blvd	30.1971397	-93.204887	Calcasieu
LKC-CAM-872	I-210	W	Enterprise Blvd	30.1971397	-93.204887	Calcasieu
LKC-CAM-881	I-210	W	LA 14	30.1976452	-93.180527	Calcasieu
LKC-CAM-882	I-210	W	LA 14	30.1976452	-93.180527	Calcasieu
LKC-CAM-891	I-210	E	Kayouche Coulee	30.2056713	-93.17028	Calcasieu
LKC-CAM-892	I-210	E	Kayouche Coulee	30.2056713	-93.17028	Calcasieu
LKC-CAM-896	I-210	E	Broad St	30.2280598	-93.168129	Calcasieu
LKC-CAM-897	I-210	E	Broad St	30.2280598	-93.168129	Calcasieu

DOTD DMS Location

Name	Route	Direction	Cross Street	Latitude	Longitude	Mile Marker	Parish
LKC-DMS-001	I-10	W	WB bef I-10/I-210 Junction	30.24474144	-93.13846588	35.4	Calcasieu
LKC-DMS-002	I-10	E	bef US 165	30.24760819	-93.03494263	41.85	Calcasieu
LKC-DMS-003	I-10	E	EB bef 10/210 Junction	30.21585655	-93.34801483	22.28	Calcasieu
LKC-DMS-004	LA 108	S	Maplewood	30.22828865	-93.32559967	25.37	Calcasieu
LKC-DMS-005-CELL	LA 108	N	Industrial	30.20739174	-93.32538605	23.72	Calcasieu
LKC-DMS-006 - FERRY	LA 27	S	Johnny Jones Road	30.16759682	-93.37599945	79.63	Calcasieu
LKC-DMS-007 - FERRY - CELL	LA 27	S	Boeuf Road	30.02862358	-93.08829498	7.04	Cameron
LKC-DMS-811	I-210	W	before I-10 Westlake	30.21727371	-93.29335785	0.95	Calcasieu
LKC-DMS-812	I-210	E	before Prien Lake Bridge	30.21694183	-93.29340363	0.98	Calcasieu
LKC-DMS-892	I-210	E	before Broad St	30.22280121	-93.16895294	10.57	Calcasieu
LKC-DMS-897	I-210	W	before Broad St	30.23278427	-93.16701508	11.26	Calcasieu

TSI	Major Route	Minor Route
10-161	I-210 (College)	5th Ave
10-141	I-210 (Service Rd)	Legion
10-137	I-210 (Pamco)	Broad St
10-041	La 385 (Ryan)	McNeese St
10-096	La 385 (Ryan)	Joe Dumars
10-172	La 385 (Ryan)	M.S.U. (Ped crossing)
10-040	La 385 (Ryan)	Sale Rd
10-039	La 385 (Ryan)	School
10-086	I-210 (College)	La 385 (Ryan)
10-091	I-210 WB off ramp	La 385 (Ryan)
10-037	La 385 (Ryan)	La 1138-2 (Prien Lake)
10-192	La 3186 (McNeese)	5th ave
10-190	La 3186 (McNeese)	South Park
10-106	La 3186 (McNeese)	Louisiana Ave
10-107	La 3186 (McNeese)	Kirkman St
10-042	La 385 (Common)	La 3186 (McNeese)
10-036	La 385 (Ryan)	Alamo
10-035	La 385 (Ryan)	18th St
10-034	La 385 (Ryan)	Louis-Chavanne St
10-046	Ryan	Sallier / 12th st
10-048	La 385 (Ryan)	7th St
10-014	La 1262 (Lakeshore)	Broad St
10-174	I-10 S. Frontage	Ryan St
10-175	I-10 S. Frontage	La 1262 (Lakeshore)
10-176	I-10 WB ramp	Ryan
10-024	I-10 South Service (Beldon)	Enterprise
10-025	I-10 North Service (Church)	Enterprise
10-027	US 90 (Fruge)	US 171 - La 14
10-083	US 90	La 397
10-084	US Bus. 90 (Enterprise)	Mill St
10-019	US Bus. 90 (Broad)	Enterprise
10-021	US Bus. 90 (Broad)	2nd Ave
10-022	US Bus. 90 (Broad)	Shattuck St
10-109	US Bus. 90 (Broad)	3rd Ave
10-023	US Bus. 90 (Broad)	6th / Rhodes
10-030	US Bus. 90 (Broad)	La 14
10-031	La 14	La 1138-3 (Legion)
10-032	La 14	12th St
10-043	La 14	Oak Park Blvd
10-159	La 14	Derrick
10-044	La 14	Prien Lake Rd
10-094	I-210 EB off ramp	La 14
10-146	La 14	McKinley
10-171	La 14	Power Center Pkwy
10-136	La 14	La 3186 (McNeese)
10-170	La 14	La 3092 (Tom Hebert / Red Davis)
10-013	US 171	Pineview St

TSI	Major Route	Minor Route
10-026	US 171	La 3020 (Opelousas)
10-185	I-10 WB off ramp	US 171
10-045	US 171	Moeling St
10-122	US 171	Medora
10-120	US 171 @	Fritzenreiter
10-121	US 171	Conoco
10-167	US 171	Wal-Mart Dr
10-082	US 171	La 3059 (Old Town Rd)
10-081	La 1138-2 (Prien Lake Rd)	Ernest St
10-160	La 1138-2 (Prien Lake Rd)	Creole St
10-033	La 1138-2 (Prien Lake Rd)	Lake St
10-054	I-210 EB off ramp (College)	Lake St
10-090	I-210 WB off ramp	Lake St
10-112	I-210 (College)	Ernest St
10-113	I-210 (College)	Common St
10-114	I-210 (College)	Kirkman
10-115	I-210 (College)	Louisiana
10-092	I-210 (College)	Enterprise Blvd
10-093	I-210 WB off ramp	Enterprise Blvd
10-177	La 1138-1 (Nelson)	Contraband Pkwy (L'auberge)
10-165	La 1138-2 (Prien Lake Rd)	Cagle Ln
10-144	I-210 EB exit ramp	La 1138-2 (Prien Lake)
10-123	La 1138-2 (Nelson)	Prien Lake Rd
10-118	La 1138-2 (Nelson)	Sale Rd
10-119	La 1138-2 (Nelson)	McNeese St
10-101	La 384 (Country Club)	La 1138-2 (Nelson)
10-124	La 384 (Country Club)	Elliot Ihles Rd
10-148	La 384 (Country Club)	Weaver Rd
10-111	La 384 (Country Club)	Lake St
10-130	La 385 (Gulf Hwy.)	La 3092 (Gauthier Rd)
10-152	La 3092 (Gauthier)	La 3092 (Tom Hebert)

Appendix F – ITS Services

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
CVO01	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.	Existing	Port of Lake Charles
CVO01	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.	Existing	Transit Service
CVO02	Freight Administration	This service package tracks the movement of cargo and monitors the cargo condition. Interconnections are provided to intermodal freight shippers and intermodal freight depots for tracking of cargo from origin to destination. In addition to exceptions that are reported, on-going indications of the state of the various freight equipment are reported to the Fleet and Freight Management Center.	Existing	Port of Lake Charles
CVO12	HAZMAT Management	This service package integrates incident management capabilities with commercial vehicle tracking to assure effective treatment of HAZMAT material transport, including response to incidents. HAZMAT tracking is performed by the Fleet and Freight Management Center. The Emergency Management Center is notified by the Commercial Vehicle and the Fleet and Freight Management Center of the HAZMAT vehicle location and information about the HAZMAT load. If an incident occurs, the Emergency Management Center can use the information to coordinate the response. The response is tailored based on information that is provided as part of the original incident notification or derived from supplemental information provided by the Fleet and Freight Management Center. The latter information can be provided prior to the beginning of the trip, during the trip, or gathered following the incident depending on the selected policy and implementation.	Planned	Lake Charles TMC
CVO12	HAZMAT Management	This service package integrates incident management capabilities with commercial vehicle tracking to assure effective treatment of HAZMAT material transport, including response to incidents. HAZMAT tracking is performed by the Fleet and Freight Management Center. The Emergency Management Center is notified by the Commercial Vehicle and the Fleet and Freight Management Center of the HAZMAT vehicle location and information about the HAZMAT load. If an incident occurs, the Emergency Management Center can use the information to coordinate the response. The response is tailored based on information that is provided as part of the original incident notification or derived from supplemental information provided by the Fleet and Freight Management Center. The latter information can be provided prior to the beginning of the trip, during the trip, or gathered following the incident depending on the selected policy and implementation.	Planned	Local Emergency Medical
CVO12	HAZMAT Management	This service package integrates incident management capabilities with commercial vehicle tracking to assure effective treatment of HAZMAT material transport, including response to incidents. HAZMAT tracking is performed by the Fleet and Freight Management Center. The Emergency Management Center is notified by the Commercial Vehicle and the Fleet and Freight Management Center of the HAZMAT vehicle location and information about the HAZMAT load. If an incident occurs, the Emergency Management Center can use the information to coordinate the response. The response is tailored based on information that is provided as part of the original incident notification or derived from supplemental information provided by the Fleet and Freight Management Center. The latter information can be provided prior to the beginning of the trip, during the trip, or gathered following the incident depending on the selected policy and implementation.	Planned	Local Emergency Operations Centers

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
CVO12	HAZMAT Management	This service package integrates incident management capabilities with commercial vehicle tracking to assure effective treatment of HAZMAT material transport, including response to incidents. HAZMAT tracking is performed by the Fleet and Freight Management Center. The Emergency Management Center is notified by the Commercial Vehicle and the Fleet and Freight Management Center of the HAZMAT vehicle location and information about the HAZMAT load. If an incident occurs, the Emergency Management Center can use the information to coordinate the response. The response is tailored based on information that is provided as part of the original incident notification or derived from supplemental information provided by the Fleet and Freight Management Center. The latter information can be provided prior to the beginning of the trip, during the trip, or gathered following the incident depending on the selected policy and implementation.	Planned	Port of Lake Charles
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 07 Traffic Operations
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	Lake Charles 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	Port of Lake Charles

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DM01	ITS Data Warehouse	This service package provides access to transportation data to support transportation planning, condition and performance monitoring, safety analysis, and research. Configurations range from focused repositories that house data collected and owned by a single agency, district, private sector provider, or research institution to broad repositories that contain multimodal, multidimensional data from varied data sources covering a broader region. Both central repositories and physical distributed ITS data repositories are supported. Requests for data that are satisfied by access to a single repository in the ITS Data Warehouse service package may be parsed by the local repository and dynamically translated to requests to other repositories that relay the data necessary to satisfy the request. The repositories could include a data registry capability that allows registration of data identifiers or data definitions for interoperable use throughout a region.	Existing	SWLA Database
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	Transit Service
DM01	ITS Data Warehouse	This service package provides access to transportation data to support transportation planning, condition and performance monitoring, safety analysis, and research. Configurations range from focused repositories that house data collected and owned by a single agency, district, private sector provider, or research institution to broad repositories that contain multimodal, multidimensional data from varied data sources covering a broader region. Both central repositories and physical distributed ITS data repositories are supported. Requests for data that are satisfied by access to a single repository in the ITS Data Warehouse service package may be parsed by the local repository and dynamically translated to requests to other repositories that relay the data necessary to satisfy the request. The repositories could include a data registry capability that allows registration of data identifiers or data definitions for interoperable use throughout a region.	Planned	DOTD District 07 Traffic Operations
DM01	ITS Data Warehouse	This service package provides access to transportation data to support transportation planning, condition and performance monitoring, safety analysis, and research. Configurations range from focused repositories that house data collected and owned by a single agency, district, private sector provider, or research institution to broad repositories that contain multimodal, multidimensional data from varied data sources covering a broader region. Both central repositories and physical distributed ITS data repositories are supported. Requests for data that are satisfied by access to a single repository in the ITS Data Warehouse service package may be parsed by the local repository and dynamically translated to requests to other repositories that relay the data necessary to satisfy the request. The repositories could include a data registry capability that allows registration of data identifiers or data definitions for interoperable use throughout a region.	Planned	DOTD 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.	Planned	Lake Charles TMC

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DM01	ITS Data Warehouse	This service package provides access to transportation data to support transportation planning, condition and performance monitoring, safety analysis, and research. Configurations range from focused repositories that house data collected and owned by a single agency, district, private sector provider, or research institution to broad repositories that contain multimodal, multidimensional data from varied data sources covering a broader region. Both central repositories and physical distributed ITS data repositories are supported. Requests for data that are satisfied by access to a single repository in the ITS Data Warehouse service package may be parsed by the local repository and dynamically translated to requests to other repositories that relay the data necessary to satisfy the request. The repositories could include a data registry capability that allows registration of data identifiers or data definitions for interoperable use throughout a region.	Planned	Port of Lake Charles
DM01	ITS Data Warehouse	This service package provides access to transportation data to support transportation planning, condition and performance monitoring, safety analysis, and research. Configurations range from focused repositories that house data collected and owned by a single agency, district, private sector provider, or research institution to broad repositories that contain multimodal, multidimensional data from varied data sources covering a broader region. Both central repositories and physical distributed ITS data repositories are supported. Requests for data that are satisfied by access to a single repository in the ITS Data Warehouse service package may be parsed by the local repository and dynamically translated to requests to other repositories that relay the data necessary to satisfy the request. The repositories could include a data registry capability that allows registration of data identifiers or data definitions for interoperable use throughout a region.	Planned	SWLA Database
DM01	ITS Data Warehouse	This service package provides access to transportation data to support transportation planning, condition and performance monitoring, safety analysis, and research. Configurations range from focused repositories that house data collected and owned by a single agency, district, private sector provider, or research institution to broad repositories that contain multimodal, multidimensional data from varied data sources covering a broader region. Both central repositories and physical distributed ITS data repositories are supported. Requests for data that are satisfied by access to a single repository in the ITS Data Warehouse service package may be parsed by the local repository and dynamically translated to requests to other repositories that relay the data necessary to satisfy the request. The repositories could include a data registry capability that allows registration of data identifiers or data definitions for interoperable use throughout a region.	Planned	Transit Service
DM01	ITS Data Warehouse (Instance 1)	This service package provides a focused archive that houses data collected and owned by a single agency, district, private sector provider, research institution, or other organization. This focused archive typically includes data covering a single transportation mode and one jurisdiction that is collected from an operational data store and archived for future use. It provides the basic data quality, data privacy, and meta data management common to all ITS archives and provides general query and report access to archive data users.	Existing	DOTD Statewide TMC
DM01	ITS Data Warehouse (Instance 2)	This service package includes all the data collection and management capabilities provided by the ITS Data Mart, and adds the functionality and interface definitions that allow collection of data from multiple agencies and data sources spanning across modal and jurisdictional boundaries. It performs the additional transformations and provides the additional meta data management features that are necessary so that all this data can be managed in a single repository with consistent formats. The potential for large volumes of varied data suggests additional on-line analysis and data mining features that are also included in this service package in addition to the basic query and reporting user access features offered by the ITS Data Mart.	Planned	DOTD Statewide TMC
MC01	Maintenance and Construction Vehicle and Equipment Tracking	This service package tracks the location of maintenance and construction vehicles and other equipment to ascertain the progress of their activities. Checks can include ensuring the correct roads are being plowed and work activity is being performed at the correct locations.	Planned	DOTD Adjacent District Office

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
MC01	Maintenance and Construction Vehicle and Equipment Tracking	This service package tracks the location of maintenance and construction vehicles and other equipment to ascertain the progress of their activities. Checks can include ensuring the correct roads are being plowed and work activity is being performed at the correct locations.	Planned	DOTD District 07 Traffic Operations
MC01	Maintenance and Construction Vehicle and Equipment Tracking	This service package tracks the location of maintenance and construction vehicles and other equipment to ascertain the progress of their activities. Checks can include ensuring the correct roads are being plowed and work activity is being performed at the correct locations.	Planned	DOTD ITS Section
MC02	Maintenance and Construction Vehicle Maintenance	This service package performs vehicle maintenance scheduling and manages both routine and corrective maintenance activities on vehicles and other maintenance and construction equipment. It includes on-board sensors capable of automatically performing diagnostics for maintenance and construction vehicles, and the systems that collect this diagnostic information and use it to schedule and manage vehicle and equipment maintenance.	Planned	DOTD Adjacent District Office
MC02	Maintenance and Construction Vehicle Maintenance	This service package performs vehicle maintenance scheduling and manages both routine and corrective maintenance activities on vehicles and other maintenance and construction equipment. It includes on-board sensors capable of automatically performing diagnostics for maintenance and construction vehicles, and the systems that collect this diagnostic information and use it to schedule and manage vehicle and equipment maintenance.	Planned	DOTD District 07 Traffic Operations
MC02	Maintenance and Construction Vehicle Maintenance	This service package performs vehicle maintenance scheduling and manages both routine and corrective maintenance activities on vehicles and other maintenance and construction equipment. It includes on-board sensors capable of automatically performing diagnostics for maintenance and construction vehicles, and the systems that collect this diagnostic information and use it to schedule and manage vehicle and equipment maintenance.	Planned	DOTD ITS Section
MC05	Roadway Maintenance and Construction	This service package supports numerous services for scheduled and unscheduled maintenance and construction on a roadway system or right-of-way. Maintenance services include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of both ITS and non-ITS equipment on the roadway (e.g., signs, traffic controllers, traffic detectors, dynamic message signs, traffic signals, CCTV, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling maintenance and construction activities.	Existing	DOTD Adjacent District Office
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 District 07 Traffic Operations
MC05	Roadway Maintenance and Construction	This service package supports numerous services for scheduled and unscheduled maintenance and construction on a roadway system or right-of-way. Maintenance services include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of both ITS and non-ITS equipment on the roadway (e.g., signs, traffic controllers, traffic detectors, dynamic message signs, traffic signals, CCTV, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling maintenance and construction activities.	Existing	DOTD ITS Field Equipment

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MC05	Roadway Maintenance and Construction	This service package supports numerous services for scheduled and unscheduled maintenance and construction on a roadway system or right-of-way. Maintenance services include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of both ITS and non-ITS equipment on the roadway (e.g., signs, traffic controllers, traffic detectors, dynamic message signs, traffic signals, CCTV, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling maintenance and construction activities.	Existing	DOTD ITS Section
MC05	Roadway Maintenance and Construction	This service package supports numerous services for scheduled and unscheduled maintenance and construction on a roadway system or right-of-way. Maintenance services include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of both ITS and non-ITS equipment on the roadway (e.g., signs, traffic controllers, traffic detectors, dynamic message signs, traffic signals, CCTV, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling maintenance and construction activities.	Existing	DOTD 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	Lake Charles 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	LSP Troop D
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 07 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 ITS Section

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MC06	Work Zone Management	This service package manages work zones, controlling traffic in areas of the roadway where maintenance, construction, and utility work activities are underway. Traffic conditions are monitored using CCTV cameras and controlled using dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers. Work zone information is coordinated with other groups (e.g., TIC, traffic management, other maintenance and construction centers). Work zone speeds and delays are provided to the motorist prior to the work zones. This service package provides control of field equipment in all maintenance and construction areas, including fixed, portable, and truck-mounted devices supporting both stationary and mobile work zones.	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
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	Lake Charles 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 Police Dept
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

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MC07	Work Zone Safety Monitoring	This service package provides warnings to maintenance personnel within a work zone about potential hazards within the work zone. It enables vehicles or the infrastructure to provide warnings to workers in a work zone when a vehicle is moving in a manner that appears to create an unsafe condition (e.g., moving at high speed or entering the work zone).	Planned	DOTD District 07 Traffic Operations
MC07	Work Zone Safety Monitoring	This service package provides warnings to maintenance personnel within a work zone about potential hazards within the work zone. It enables vehicles or the infrastructure to provide warnings to workers in a work zone when a vehicle is moving in a manner that appears to create an unsafe condition (e.g., moving at high speed or entering the work zone).	Planned	DOTD ITS Field Equipment
MC07	Work Zone Safety Monitoring	This service package provides warnings to maintenance personnel within a work zone about potential hazards within the work zone. It enables vehicles or the infrastructure to provide warnings to workers in a work zone when a vehicle is moving in a manner that appears to create an unsafe condition (e.g., moving at high speed or entering the work zone).	Planned	DOTD 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 Adjacent District Office
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 District 07 Traffic Operations
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 ITS Section
MC08	Maintenance and Construction Activity Coordination	This service package supports the dissemination of maintenance and construction activity to centers that can utilize it as part of their operations, or to Transportation Information Centers who can provide the information to travelers. Center to center coordination of work plans supports adjustments to reduce disruption to regional transportation operations.	Existing	LSP Troop D
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	Transit Service
MC08	Maintenance and Construction Activity Coordination	This service package supports the dissemination of maintenance and construction activity to centers that can utilize it as part of their operations, or to Transportation Information Centers who can provide the information to travelers. Center to center coordination of work plans supports adjustments to reduce disruption to regional transportation operations.	Planned	DOTD Adjacent District Office
MC08	Maintenance and Construction Activity Coordination	This service package supports the dissemination of maintenance and construction activity to centers that can utilize it as part of their operations, or to Transportation Information Centers who can provide the information to travelers. Center to center coordination of work plans supports adjustments to reduce disruption to regional transportation operations.	Planned	DOTD District 07 Traffic Operations

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MC08	Maintenance and Construction Activity Coordination	This service package supports the dissemination of maintenance and construction activity to centers that can utilize it as part of their operations, or to Transportation Information Centers who can provide the information to travelers. Center to center coordination of work plans supports adjustments to reduce disruption to regional transportation operations.	Planned	LSP Troop D
MC08	Maintenance and Construction Activity Coordination	This service package supports the dissemination of maintenance and construction activity to centers that can utilize it as part of their operations, or to Transportation Information Centers who can provide the information to travelers. Center to center coordination of work plans supports adjustments to reduce disruption to regional transportation operations.	Planned	Transit Service
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 07 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 ITS Section
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 MAP
MC09	Infrastructure Monitoring (Instance 1)	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.	Planned	DOTD ITS Field Equipment

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
MC09	Infrastructure Monitoring (Instance 1)	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.	Planned	DOTD ITS Section
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	Calcasieu Parish 911
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	Calcasieu Parish Sheriffs Office
PS01	Emergency Call-Taking and Dispatch	This service package provides basic public safety call-taking and dispatch services. It includes emergency vehicle equipment, equipment used to receive and route emergency calls, and wireless communications that enable safe and rapid deployment of appropriate resources to an emergency. Coordination between Emergency Management Centers supports emergency notification between agencies. Wide area wireless communications between the Emergency Management Center and an Emergency Vehicle supports dispatch and provision of information to responding personnel. This service package also provides information to support dynamic routing of emergency vehicles. Traffic information, road conditions, and weather advisories are provided to enhance emergency vehicle routing. The Emergency Management Center provides routing information based on real-time conditions and has the option to request an ingress/egress route from the Traffic Management Center.	Existing	Local Police Dept
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 D

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	Transit Service
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	Calcasieu Parish 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	Calcasieu Parish OHSEP
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	Calcasieu Parish Sheriffs Office
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Existing	DOTD Adjacent District Office
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Existing	DOTD District 07 Traffic Operations

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 ITS Section
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Existing	DOTD 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	Lake Charles 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
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 Police Dept

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Existing	LSP Troop D
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Existing	Other 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.	Planned	Calcasieu Parish 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.	Planned	Calcasieu Parish OHSEP
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.	Planned	Calcasieu Parish Sheriffs Office
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Planned	DOTD Adjacent District Office

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.	Planned	DOTD District 07 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.	Planned	DOTD ITS Section
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Planned	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.	Planned	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.	Planned	Lake Charles 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.	Planned	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.	Planned	Local Police Dept
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.	Planned	LSP Troop D
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.	Planned	Other Local Public Safety Agencies
PS02	Emergency Response (Instance 1)	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 center subsystems. 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 field personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel.	Planned	DOTD ITS Section

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS02	Emergency Response (Instance 1)	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 center subsystems. 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 field personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel.	Planned	DOTD Statewide 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	Calcasieu Parish 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	Calcasieu Parish Sheriffs Office
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 07 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	Local Police Dept
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	LSP Troop D
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	Calcasieu Parish 911

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	Calcasieu Parish Sheriffs Office
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	DOTD MAP
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	DOTD Statewide TMC
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	Lake Charles TMC
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	Local Emergency Operations Centers
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	Local Police Dept
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	LSP Troop D

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Calcasieu Parish OHSEP
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	Calcasieu Parish Sheriffs Office
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	DOTD Adjacent District Office

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	DOTD District 07 Traffic Operations
PS09	Transportation Infrastructure Protection	This service package includes the monitoring of transportation infrastructure (e.g., bridges, tunnels and management centers) for potential threats using sensors and surveillance equipment and barrier and safeguard systems to control access, preclude an incident, and mitigate the impact of an incident if it occurs. Threats can result from acts of nature (e.g., hurricanes, earthquakes), terrorist attacks or other incidents causing damage to the infrastructure (e.g., stray barge hitting a bridge support). Infrastructure may be monitored with acoustic, environmental threat (such as nuclear, biological, chemical, and explosives), infrastructure condition and integrity, motion and object sensors and video and audio surveillance equipment. Data from such sensors and surveillance equipment may be processed in the field or sent to a center for processing. The data enables operators at the center to detect and verify threats. When a threat is detected, agencies are notified. Detected threats or advisories received from other agencies result in an increased level of system preparedness. In response to threats, barrier and safeguard systems may be activated to deter an incident, control access to an area or mitigate the impact of an incident. Barrier systems include gates, barriers and 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
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	DOTD ITS Section

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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	DOTD Statewide 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	Lake Charles TMC

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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	Local Police Dept
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	LSP Troop D
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	Other Local Public Safety Agencies

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	Calcasieu Parish 911
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	Calcasieu Parish OHSEP
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 07 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

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

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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.	Planned	Calcasieu Parish 911
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.	Planned	Calcasieu Parish OHSEP
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.	Planned	DOTD District 07 Traffic Operations

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

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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.	Planned	LSP Troop D
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.	Planned	Other Local Public Safety Agencies
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Existing	Calcasieu Parish 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 reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Existing	Calcasieu Parish OHSEP
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	Calcasieu Parish Sheriffs Office
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Existing	DOTD Adjacent District Office

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	DOTD District 07 Traffic Operations
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Existing	DOTD ITS Section
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Existing	DOTD MAP
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	DOTD Statewide 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	Lake Charles 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	Local Emergency Medical
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	Local Emergency Operations Centers
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	Local Police Dept

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	LSP Troop D
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	Other Local Public Safety Agencies
PS11	Early Warning System	This service package monitors and detects potential, looming, and actual disasters including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and acts of terrorism including nuclear, chemical, biological, and radiological weapons attacks). The service package monitors alerting and advisory systems, ITS sensors and surveillance systems, field reports, and emergency call-taking systems to identify emergencies and notifies all responding agencies of detected emergencies.	Existing	Transit Service

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Existing	Calcasieu Parish 911

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Existing	Calcasieu Parish OHSEP

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Existing	Calcasieu Parish Sheriffs Office

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Existing	DOTD Adjacent District Office

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Existing	DOTD District 07 Traffic Operations

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Existing	DOTD ITS Section

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Existing	DOTD MAP

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Existing	DOTD Statewide TMC

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Existing	Lake Charles TMC

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Existing	Local Emergency Medical

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Existing	Local Emergency Operations Centers

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Existing	Local Police Dept

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PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Existing	Other Local Public Safety Agencies

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PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Planned	Calcasieu Parish 911

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PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Planned	Calcasieu Parish OHSEP

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PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Planned	Calcasieu Parish Sheriffs Office

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PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Planned	DOTD Adjacent District Office

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PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Planned	DOTD District 07 Traffic Operations

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PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Planned	DOTD MAP

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PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Planned	Lake Charles TMC

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Planned	Local Emergency Medical

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Planned	Local Emergency Operations Centers

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Planned	Local Police Dept

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Planned	LSP Troop D

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Planned	Other Local Public Safety Agencies

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS12	Disaster Response and Recovery	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). 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. 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. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. 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.	Planned	Transit Service

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS12	Disaster Response and Recovery (Instance 1)	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). 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. 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 subsystem 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 Subsystem and the other center subsystems 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. This service package builds on the basic traffic incident response service that is provided by ATMS08, 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 the National ITS Architecture will want to consider both ATMS08 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. Disaster Response and Recovery is also supported by EM10, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.	Planned	DOTD ITS Section

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS12	Disaster Response and Recovery (Instance 1)	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). 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. 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 subsystem 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 Subsystem and the other center subsystems 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. This service package builds on the basic traffic incident response service that is provided by ATMS08, 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 the National ITS Architecture will want to consider both ATMS08 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. Disaster Response and Recovery is also supported by EM10, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.	Planned	DOTD Statewide TMC

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS13	Evacuation and Reentry Management	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. 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. 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.	Existing	Calcasieu Parish 911
PS13	Evacuation and Reentry Management	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. 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. 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.	Existing	Calcasieu Parish OHSEP

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS13	Evacuation and Reentry Management	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. 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. 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.	Existing	Calcasieu Parish Sheriffs Office
PS13	Evacuation and Reentry Management	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. 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. 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.	Existing	DOTD Adjacent District Office

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS13	Evacuation and Reentry Management	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. 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. 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.	Existing	DOTD District 07 Traffic Operations
PS13	Evacuation and Reentry Management	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. 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. 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.	Existing	DOTD ITS Section

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS13	Evacuation and Reentry Management	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. 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. 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.	Existing	DOTD MAP
PS13	Evacuation and Reentry Management	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. 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. 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.	Existing	DOTD Social Media

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PS13	Evacuation and Reentry Management	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. 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. 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.	Existing	DOTD Statewide TMC
PS13	Evacuation and Reentry Management	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. 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. 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.	Existing	Lake Charles TMC

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PS13	Evacuation and Reentry Management	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. 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. 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.	Existing	Local Emergency Medical
PS13	Evacuation and Reentry Management	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. 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. 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.	Existing	Local Emergency Operations Centers

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PS13	Evacuation and Reentry Management	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. 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. 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.	Existing	Local Police Dept
PS13	Evacuation and Reentry Management	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. 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. 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.	Existing	Local Print and Broadcast Channels

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PS13	Evacuation and Reentry Management	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. 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. 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.	Existing	LSP Troop D

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PS13	Evacuation and Reentry Management	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. 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. 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.	Existing	Tourism and Travel Service Information Sources

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PS13	Evacuation and Reentry Management	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. 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. 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.	Planned	Calcasieu Parish 911

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PS13	Evacuation and Reentry Management	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. 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. 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.	Planned	Calcasieu Parish Sheriffs Office

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PS13	Evacuation and Reentry Management	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. 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. 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.	Planned	DOTD Adjacent District Office
PS13	Evacuation and Reentry Management	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. 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. 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.	Planned	DOTD District 07 Traffic Operations

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PS13	Evacuation and Reentry Management	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. 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. 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.	Planned	DOTD MAP

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PS13	Evacuation and Reentry Management	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. 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. 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.	Planned	DOTD Social Media
PS13	Evacuation and Reentry Management	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. 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. 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.	Planned	DOTD Statewide TMC

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS13	Evacuation and Reentry Management	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. 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. 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.	Planned	Lake Charles TMC
PS13	Evacuation and Reentry Management	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. 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. 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.	Planned	Local Emergency Medical

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS13	Evacuation and Reentry Management	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. 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. 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.	Planned	Local Emergency Operations Centers
PS13	Evacuation and Reentry Management	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. 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. 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.	Planned	Local Police Dept

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS13	Evacuation and Reentry Management	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. 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. 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.	Planned	Local Print and Broadcast Channels
PS13	Evacuation and Reentry Management	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. 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. 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.	Planned	Louisiana 511/ Website

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS13	Evacuation and Reentry Management	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. 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. 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.	Planned	LSP Troop D
PS13	Evacuation and Reentry Management	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. 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. 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.	Planned	Other Local Public Safety Agencies

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS13	Evacuation and Reentry Management	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. 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. 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.	Planned	Tourism and Travel Service Information Sources
PS13	Evacuation and Reentry Management	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. 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. 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.	Planned	Transit Service

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS13	Evacuation and Reentry Management (Instance 1)	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. 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. Evacuations are also supported by EM10, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.	Planned	DOTD ITS Section
PS13	Evacuation and Reentry Management (Instance 1)	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. 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. Evacuations are also supported by EM10, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.	Planned	DOTD Statewide TMC

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS14	Disaster Traveler Information	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. 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. 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. 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.	Existing	Calcasieu Parish 911

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS14	Disaster Traveler Information	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. 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. 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. 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.	Existing	Calcasieu Parish OHSEP

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS14	Disaster Traveler Information	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. 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. 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. 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.	Existing	DOTD District 07 Traffic Operations

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PS14	Disaster Traveler Information	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. 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. 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. 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.	Existing	DOTD ITS Section

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS14	Disaster Traveler Information	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. 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. 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. 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.	Existing	DOTD MAP

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PS14	Disaster Traveler Information	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. 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. 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. 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.	Existing	DOTD Social Media

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PS14	Disaster Traveler Information	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. 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. 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. 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.	Existing	DOTD Statewide TMC

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PS14	Disaster Traveler Information	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. 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. 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. 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.	Existing	Lake Charles TMC

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PS14	Disaster Traveler Information	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. 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. 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. 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.	Existing	Local Emergency Operations Centers

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PS14	Disaster Traveler Information	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. 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. 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. 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.	Existing	Local Print and Broadcast Channels

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PS14	Disaster Traveler Information	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. 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. 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. 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.	Existing	Louisiana 511/ Website

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PS14	Disaster Traveler Information	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. 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. 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. 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.	Existing	LSP Troop D

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PS14	Disaster Traveler Information	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. 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. 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. 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.	Existing	Other Local Public Safety Agencies

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PS14	Disaster Traveler Information	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. 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. 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. 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.	Existing	Tourism and Travel Service Information Sources

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PS14	Disaster Traveler Information	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. 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. 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. 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.	Existing	Transit Service

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PS14	Disaster Traveler Information	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. 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. 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. 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.	Planned	Calcasieu Parish OHSEP

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PS14	Disaster Traveler Information	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. 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. 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. 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.	Planned	DOTD District 07 Traffic Operations

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PS14	Disaster Traveler Information	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. 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. 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. 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.	Planned	DOTD ITS Section

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PS14	Disaster Traveler Information	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. 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. 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. 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.	Planned	DOTD MAP

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PS14	Disaster Traveler Information	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. 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. 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. 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.	Planned	DOTD Social Media

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PS14	Disaster Traveler Information	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. 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. 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. 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.	Planned	DOTD Statewide TMC

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PS14	Disaster Traveler Information	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. 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. 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. 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.	Planned	Lake Charles TMC

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PS14	Disaster Traveler Information	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. 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. 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. 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.	Planned	Local Emergency Operations Centers

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS14	Disaster Traveler Information	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. 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. 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. 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.	Planned	Local Print and Broadcast Channels

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS14	Disaster Traveler Information	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. 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. 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. 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.	Planned	Louisiana 511/ Website

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS14	Disaster Traveler Information	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. 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. 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. 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.	Planned	LSP Troop D

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS14	Disaster Traveler Information	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. 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. 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. 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.	Planned	Other Local Public Safety Agencies

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS14	Disaster Traveler Information	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. 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. 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. 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.	Planned	Tourism and Travel Service Information Sources

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS14	Disaster Traveler Information	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. 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. 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. 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.	Planned	Transit Service

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PS14	Disaster Traveler Information	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. 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. 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. 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.	Planned	Traveler
PT01	Transit Vehicle Tracking	This service package monitors current transit vehicle location using an Automated Vehicle Location System. The location data may be used to determine real time schedule adherence and update the transit system's schedule in real-time.	Existing	Transit Service
PT01	Transit Vehicle Tracking	This service package monitors current transit vehicle location using an Automated Vehicle Location System. The location data may be used to determine real time schedule adherence and update the transit system's schedule in real-time.	Existing	Transit Vehicle
PT02	Transit Fixed-Route Operations	This service package performs automated dispatch and system monitoring for fixed-route and flexible-route transit services. This service performs scheduling activities including the creation of schedules, blocks and runs, as well as operator assignment. This service monitors the transit vehicle trip performance against the schedule and provides information displays at the Transit Management Center.	Existing	Transit Service
PT02	Transit Fixed-Route Operations	This service package performs automated dispatch and system monitoring for fixed-route and flexible-route transit services. This service performs scheduling activities including the creation of schedules, blocks and runs, as well as operator assignment. This service monitors the transit vehicle trip performance against the schedule and provides information displays at the Transit Management Center.	Existing	Transit Vehicle

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PT03	Dynamic Transit Operations	The Dynamic Transit Operations service package allows travelers to request trips and obtain itineraries using a personal device such as a smart phone, tablet, or personal computer. The trips and itineraries cover multiple transportation services (public transportation modes, private transportation services, shared-ride, walking and biking). This service package builds on existing technology systems such as computer-aided dispatch/ automated vehicle location (CAD/AVL) systems and automated scheduling software, providing a coordination function within and between transit providers that would dynamically schedule and dispatch or modify the route of an in-service vehicle by matching compatible trips together. TI06 covers other shared use transportation options.	Existing	Transit Service
PT03	Dynamic Transit Operations	The Dynamic Transit Operations service package allows travelers to request trips and obtain itineraries using a personal device such as a smart phone, tablet, or personal computer. The trips and itineraries cover multiple transportation services (public transportation modes, private transportation services, shared-ride, walking and biking). This service package builds on existing technology systems such as computer-aided dispatch/ automated vehicle location (CAD/AVL) systems and automated scheduling software, providing a coordination function within and between transit providers that would dynamically schedule and dispatch or modify the route of an in-service vehicle by matching compatible trips together. TI06 covers other shared use transportation options.	Existing	Transit Vehicle
PT04	Transit Fare Collection Management	This service package manages transit fare collection on-board transit vehicles and at transit stops using electronic means. It allows transit users to use a traveler card or other electronic payment device such as a smart phone. Readers located either in the infrastructure or on-board the transit vehicles enable electronic fare payment. Data is processed, stored, and displayed on the transit vehicle and communicated as needed to the Transit Management Center. This service supports ad-hoc payments to the transport provider (typically through the 'payment' and 'fare' flows), payments using a transport provider's account system using account-based tokens or integrated multi-provider account systems (typically through the 'account', 'secureID' and 'authorization' flows).	Existing	Transit Service
PT04	Transit Fare Collection Management	This service package manages transit fare collection on-board transit vehicles and at transit stops using electronic means. It allows transit users to use a traveler card or other electronic payment device such as a smart phone. Readers located either in the infrastructure or on-board the transit vehicles enable electronic fare payment. Data is processed, stored, and displayed on the transit vehicle and communicated as needed to the Transit Management Center. This service supports ad-hoc payments to the transport provider (typically through the 'payment' and 'fare' flows), payments using a transport provider's account system using account-based tokens or integrated multi-provider account systems (typically through the 'account', 'secureID' and 'authorization' flows).	Existing	Transit Vehicle
PT05	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). 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.	Existing	Calcasieu Parish 911

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PT05	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). 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.	Existing	Calcasieu Parish Sheriffs Office
PT05	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). 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.	Existing	Local Police Dept

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
PT05	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). 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.	Existing	Transit Service
PT05	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). 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.	Existing	Transit Vehicle
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	Transit Service
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	Transit Vehicle

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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	Transit Service
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	Transit Vehicle
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	Tourism and Travel Service Information Sources
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	Transit Service
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	Transit Vehicle
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	Traveler
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	Tourism and Travel Service Information Sources
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	Transit Service
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	Transit Vehicle
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

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
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 Stations
SU03	Data Distribution	This service package manages the distribution of data from data providers to data consumers and protects those data from unauthorized access. It informs data providers of how to provide data, manages data subscriptions, and provides data forwarding capabilities. The service package also maintains a directory of System Users that want data and supports multiple distribution mechanisms including publish-subscribe and directly from data provider to data consumer. It allows data consumers to specify (and change the specification of) data they wish to receive.	Existing	Calcasieu Parish Sheriffs Office
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 Adjacent District Office
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 District 07 Traffic Operations
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 ITS Section
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

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	Lake Charles 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 Police Dept
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 D
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	Transit Service
SU03	Data Distribution	This service package manages the distribution of data from data providers to data consumers and protects those data from unauthorized access. It informs data providers of how to provide data, manages data subscriptions, and provides data forwarding capabilities. The service package also maintains a directory of System Users that want data and supports multiple distribution mechanisms including publish-subscribe and directly from data provider to data consumer. It allows data consumers to specify (and change the specification of) data they wish to receive.	Planned	Calcasieu Parish Sheriffs Office
SU03	Data Distribution	This service package manages the distribution of data from data providers to data consumers and protects those data from unauthorized access. It informs data providers of how to provide data, manages data subscriptions, and provides data forwarding capabilities. The service package also maintains a directory of System Users that want data and supports multiple distribution mechanisms including publish-subscribe and directly from data provider to data consumer. It allows data consumers to specify (and change the specification of) data they wish to receive.	Planned	DOTD Adjacent District Office
SU03	Data Distribution	This service package manages the distribution of data from data providers to data consumers and protects those data from unauthorized access. It informs data providers of how to provide data, manages data subscriptions, and provides data forwarding capabilities. The service package also maintains a directory of System Users that want data and supports multiple distribution mechanisms including publish-subscribe and directly from data provider to data consumer. It allows data consumers to specify (and change the specification of) data they wish to receive.	Planned	DOTD District 07 Traffic Operations
SU03	Data Distribution	This service package manages the distribution of data from data providers to data consumers and protects those data from unauthorized access. It informs data providers of how to provide data, manages data subscriptions, and provides data forwarding capabilities. The service package also maintains a directory of System Users that want data and supports multiple distribution mechanisms including publish-subscribe and directly from data provider to data consumer. It allows data consumers to specify (and change the specification of) data they wish to receive.	Planned	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.	Planned	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.	Planned	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.	Planned	Lake Charles 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.	Planned	Local Police Dept
SU03	Data Distribution	This service package manages the distribution of data from data providers to data consumers and protects those data from unauthorized access. It informs data providers of how to provide data, manages data subscriptions, and provides data forwarding capabilities. The service package also maintains a directory of System Users that want data and supports multiple distribution mechanisms including publish-subscribe and directly from data provider to data consumer. It allows data consumers to specify (and change the specification of) data they wish to receive.	Planned	LSP Troop D
SU03	Data Distribution	This service package manages the distribution of data from data providers to data consumers and protects those data from unauthorized access. It informs data providers of how to provide data, manages data subscriptions, and provides data forwarding capabilities. The service package also maintains a directory of System Users that want data and supports multiple distribution mechanisms including publish-subscribe and directly from data provider to data consumer. It allows data consumers to specify (and change the specification of) data they wish to receive.	Planned	Transit Service
TI01	Broadcast Traveler Information	This service package provides a digital broadcast service that disseminates traveler information to all equipped travelers within range. It collects traffic conditions, advisories, general public transportation, toll and parking information, incident information, roadway maintenance and construction information, air quality and weather information, and broadcasts the information to travelers using technologies such as FM subcarrier, satellite radio, cellular data broadcasts, and Internet streaming technologies. 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.	Existing	DOTD District 07 Traffic Operations

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
TI01	Broadcast Traveler Information	This service package provides a digital broadcast service that disseminates traveler information to all equipped travelers within range. It collects traffic conditions, advisories, general public transportation, toll and parking information, incident information, roadway maintenance and construction information, air quality and weather information, and broadcasts the information to travelers using technologies such as FM subcarrier, satellite radio, cellular data broadcasts, and Internet streaming technologies. 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.	Existing	DOTD District 07 Traffic Signal System
TI01	Broadcast Traveler Information	This service package provides a digital broadcast service that disseminates traveler information to all equipped travelers within range. It collects traffic conditions, advisories, general public transportation, toll and parking information, incident information, roadway maintenance and construction information, air quality and weather information, and broadcasts the information to travelers using technologies such as FM subcarrier, satellite radio, cellular data broadcasts, and Internet streaming technologies. 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.	Existing	DOTD ITS Field Equipment
TI01	Broadcast Traveler Information	This service package provides a digital broadcast service that disseminates traveler information to all equipped travelers within range. It collects traffic conditions, advisories, general public transportation, toll and parking information, incident information, roadway maintenance and construction information, air quality and weather information, and broadcasts the information to travelers using technologies such as FM subcarrier, satellite radio, cellular data broadcasts, and Internet streaming technologies. 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.	Existing	DOTD Social Media

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
TI01	Broadcast Traveler Information	This service package provides a digital broadcast service that disseminates traveler information to all equipped travelers within range. It collects traffic conditions, advisories, general public transportation, toll and parking information, incident information, roadway maintenance and construction information, air quality and weather information, and broadcasts the information to travelers using technologies such as FM subcarrier, satellite radio, cellular data broadcasts, and Internet streaming technologies. 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.	Existing	DOTD Statewide TMC
TI01	Broadcast Traveler Information	This service package provides a digital broadcast service that disseminates traveler information to all equipped travelers within range. It collects traffic conditions, advisories, general public transportation, toll and parking information, incident information, roadway maintenance and construction information, air quality and weather information, and broadcasts the information to travelers using technologies such as FM subcarrier, satellite radio, cellular data broadcasts, and Internet streaming technologies. 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.	Existing	Lake Charles TMC
TI01	Broadcast Traveler Information	This service package provides a digital broadcast service that disseminates traveler information to all equipped travelers within range. It collects traffic conditions, advisories, general public transportation, toll and parking information, incident information, roadway maintenance and construction information, air quality and weather information, and broadcasts the information to travelers using technologies such as FM subcarrier, satellite radio, cellular data broadcasts, and Internet streaming technologies. 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.	Existing	Local Emergency Operations Centers

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
TI01	Broadcast Traveler Information	This service package provides a digital broadcast service that disseminates traveler information to all equipped travelers within range. It collects traffic conditions, advisories, general public transportation, toll and parking information, incident information, roadway maintenance and construction information, air quality and weather information, and broadcasts the information to travelers using technologies such as FM subcarrier, satellite radio, cellular data broadcasts, and Internet streaming technologies. 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.	Existing	Local Police Dept
TI01	Broadcast Traveler Information	This service package provides a digital broadcast service that disseminates traveler information to all equipped travelers within range. It collects traffic conditions, advisories, general public transportation, toll and parking information, incident information, roadway maintenance and construction information, air quality and weather information, and broadcasts the information to travelers using technologies such as FM subcarrier, satellite radio, cellular data broadcasts, and Internet streaming technologies. 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.	Existing	Local Print and Broadcast Channels
TI01	Broadcast Traveler Information	This service package provides a digital broadcast service that disseminates traveler information to all equipped travelers within range. It collects traffic conditions, advisories, general public transportation, toll and parking information, incident information, roadway maintenance and construction information, air quality and weather information, and broadcasts the information to travelers using technologies such as FM subcarrier, satellite radio, cellular data broadcasts, and Internet streaming technologies. 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.	Existing	Louisiana 511/ Website

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TI01	Broadcast Traveler Information	This service package provides a digital broadcast service that disseminates traveler information to all equipped travelers within range. It collects traffic conditions, advisories, general public transportation, toll and parking information, incident information, roadway maintenance and construction information, air quality and weather information, and broadcasts the information to travelers using technologies such as FM subcarrier, satellite radio, cellular data broadcasts, and Internet streaming technologies. 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.	Existing	LSP Troop D
TI01	Broadcast Traveler Information	This service package provides a digital broadcast service that disseminates traveler information to all equipped travelers within range. It collects traffic conditions, advisories, general public transportation, toll and parking information, incident information, roadway maintenance and construction information, air quality and weather information, and broadcasts the information to travelers using technologies such as FM subcarrier, satellite radio, cellular data broadcasts, and Internet streaming technologies. 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.	Existing	Other Local Public Safety Agencies
TI01	Broadcast Traveler Information	This service package provides a digital broadcast service that disseminates traveler information to all equipped travelers within range. It collects traffic conditions, advisories, general public transportation, toll and parking information, incident information, roadway maintenance and construction information, air quality and weather information, and broadcasts the information to travelers using technologies such as FM subcarrier, satellite radio, cellular data broadcasts, and Internet streaming technologies. 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.	Existing	Tourism and Travel Service Information Sources

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
TI01	Broadcast Traveler Information	This service package provides a digital broadcast service that disseminates traveler information to all equipped travelers within range. It collects traffic conditions, advisories, general public transportation, toll and parking information, incident information, roadway maintenance and construction information, air quality and weather information, and broadcasts the information to travelers using technologies such as FM subcarrier, satellite radio, cellular data broadcasts, and Internet streaming technologies. 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.	Existing	Transit Service
TI01	Broadcast Traveler Information	This service package provides a digital broadcast service that disseminates traveler information to all equipped travelers within range. It collects traffic conditions, advisories, general public transportation, toll and parking information, incident information, roadway maintenance and construction information, air quality and weather information, and broadcasts the information to travelers using technologies such as FM subcarrier, satellite radio, cellular data broadcasts, and Internet streaming technologies. 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.	Existing	Traveler
TI02	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	DOTD Social Media
TI02	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	Louisiana 511/ Website

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
TI02	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	Tourism and Travel Service Information Sources
TI02	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	Transit Service
TI02	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	Traveler
TI03	En-Route Guidance	This service package offers route planning and turn-by-turn guidance that is responsive to current conditions. The route may be determined by the center or the user equipment and turn-by-turn guidance is provided as the vehicle travels along the route. Real-time guidance updates may be provided during the trip as conditions change. Optionally, the center may monitor trip status and collect additional feedback from users about the route during the trip and after trip completion.	Planned	DOTD Adjacent District Office
TI03	En-Route Guidance	This service package offers route planning and turn-by-turn guidance that is responsive to current conditions. The route may be determined by the center or the user equipment and turn-by-turn guidance is provided as the vehicle travels along the route. Real-time guidance updates may be provided during the trip as conditions change. Optionally, the center may monitor trip status and collect additional feedback from users about the route during the trip and after trip completion.	Planned	DOTD District 07 Traffic Operations
TI03	En-Route Guidance	This service package offers route planning and turn-by-turn guidance that is responsive to current conditions. The route may be determined by the center or the user equipment and turn-by-turn guidance is provided as the vehicle travels along the route. Real-time guidance updates may be provided during the trip as conditions change. Optionally, the center may monitor trip status and collect additional feedback from users about the route during the trip and after trip completion.	Planned	DOTD Statewide TMC
TI03	En-Route Guidance	This service package offers route planning and turn-by-turn guidance that is responsive to current conditions. The route may be determined by the center or the user equipment and turn-by-turn guidance is provided as the vehicle travels along the route. Real-time guidance updates may be provided during the trip as conditions change. Optionally, the center may monitor trip status and collect additional feedback from users about the route during the trip and after trip completion.	Planned	Lake Charles TMC

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TI03	En-Route Guidance	This service package offers route planning and turn-by-turn guidance that is responsive to current conditions. The route may be determined by the center or the user equipment and turn-by-turn guidance is provided as the vehicle travels along the route. Real-time guidance updates may be provided during the trip as conditions change. Optionally, the center may monitor trip status and collect additional feedback from users about the route during the trip and after trip completion.	Planned	Local Emergency Operations Centers
TI03	En-Route Guidance	This service package offers route planning and turn-by-turn guidance that is responsive to current conditions. The route may be determined by the center or the user equipment and turn-by-turn guidance is provided as the vehicle travels along the route. Real-time guidance updates may be provided during the trip as conditions change. Optionally, the center may monitor trip status and collect additional feedback from users about the route during the trip and after trip completion.	Planned	Transit Service
TI03	En-Route Guidance	This service package offers route planning and turn-by-turn guidance that is responsive to current conditions. The route may be determined by the center or the user equipment and turn-by-turn guidance is provided as the vehicle travels along the route. Real-time guidance updates may be provided during the trip as conditions change. Optionally, the center may monitor trip status and collect additional feedback from users about the route during the trip and after trip completion.	Planned	Traveler
TI04	Trip Planning and Payment	This service package offers the user trip planning and pre-trip guidance services. It generates a trip plan, including a multimodal route and associated service information (e.g., parking information), based on traveler preferences and constraints. Routes may be based on static information or reflect real time network conditions. Unlike TI03, where the user equipment determines the route, the route determination functions are performed by the center in this service package. The trip plan may be confirmed by the traveler and advanced payment and reservations for transit and alternate mode (e.g., airline, rail, and ferry) trip segments, and ancillary services are accepted and processed. The confirmed trip plan may include specific routing information that can be supplied to the traveler as general directions or as turn-by-turn route guidance depending on the level of user equipment.	Planned	Tourism and Travel Service Information Sources
TI04	Trip Planning and Payment	This service package offers the user trip planning and pre-trip guidance services. It generates a trip plan, including a multimodal route and associated service information (e.g., parking information), based on traveler preferences and constraints. Routes may be based on static information or reflect real time network conditions. Unlike TI03, where the user equipment determines the route, the route determination functions are performed by the center in this service package. The trip plan may be confirmed by the traveler and advanced payment and reservations for transit and alternate mode (e.g., airline, rail, and ferry) trip segments, and ancillary services are accepted and processed. The confirmed trip plan may include specific routing information that can be supplied to the traveler as general directions or as turn-by-turn route guidance depending on the level of user equipment.	Planned	Traveler
TI06	Shared Use Mobility and Dynamic Ridesharing	This service package addresses the range of shared use mobility options that support a complete trip for travelers. This service supports planning, reservations, and on-trip guidance for these operations. The complete trip may be arranged and undertaken using an internet connected personal device. The service package includes temporary use of a vehicle or micromobility vehicle by the traveler as well as having a vehicle pick up the traveler at a specific location and take them to another location. This service package also addresses dynamic ridesharing/ride matching services to travelers. Dynamic ridesharing allows travelers to arrange carpool trips through a personal device with a wireless connection to a ride matching system (e.g., a web-based application). It uses inputs from both passengers and drivers pre-trip, during the trip, and post-trip . These inputs are then translated into “optimal” pairings between passengers and drivers to provide both with a convenient route between their two origin and destination locations. After the trip, information is provided back to the service package to improve the user’s experience for future trips.	Planned	Tourism and Travel Service Information Sources

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
TI06	Shared Use Mobility and Dynamic Ridesharing	This service package addresses the range of shared use mobility options that support a complete trip for travelers. This service supports planning, reservations, and on-trip guidance for these operations. The complete trip may be arranged and undertaken using an internet connected personal device. The service package includes temporary use of a vehicle or micromobility vehicle by the traveler as well as having a vehicle pick up the traveler at a specific location and take them to another location. This service package also addresses dynamic ridesharing/ride matching services to travelers. Dynamic ridesharing allows travelers to arrange carpool trips through a personal device with a wireless connection to a ride matching system (e.g., a web-based application). It uses inputs from both passengers and drivers pre-trip, during the trip, and post-trip . These inputs are then translated into "optimal" pairings between passengers and drivers to provide both with a convenient route between their two origin and destination locations. After the trip, information is provided back to the service package to improve the user's experience for future trips.	Planned	Transit Service
TI06	Shared Use Mobility and Dynamic Ridesharing	This service package addresses the range of shared use mobility options that support a complete trip for travelers. This service supports planning, reservations, and on-trip guidance for these operations. The complete trip may be arranged and undertaken using an internet connected personal device. The service package includes temporary use of a vehicle or micromobility vehicle by the traveler as well as having a vehicle pick up the traveler at a specific location and take them to another location. This service package also addresses dynamic ridesharing/ride matching services to travelers. Dynamic ridesharing allows travelers to arrange carpool trips through a personal device with a wireless connection to a ride matching system (e.g., a web-based application). It uses inputs from both passengers and drivers pre-trip, during the trip, and post-trip . These inputs are then translated into "optimal" pairings between passengers and drivers to provide both with a convenient route between their two origin and destination locations. After the trip, information is provided back to the service package to improve the user's experience for future trips.	Planned	Traveler
TI07	In-Vehicle Signage	This service package augments regulatory, warning, and informational signs and signals by providing information directly to drivers through in-vehicle devices. The information provided would include static sign information (e.g., stop, curve warning, guide signs, service signs, and directional signs) and dynamic information (e.g., current signal states including highway intersection and highway-rail intersection status and local conditions warnings identified by local environmental sensors). This service package also includes the capability for maintenance and construction, emergency, and transit vehicles to transmit sign information to vehicles in the vicinity so that in vehicle signing can be used without fixed infrastructure in areas such as work zones, around incidents, and at bus stops.	Planned	DOTD District 07 Traffic Operations
TI07	In-Vehicle Signage	This service package augments regulatory, warning, and informational signs and signals by providing information directly to drivers through in-vehicle devices. The information provided would include static sign information (e.g., stop, curve warning, guide signs, service signs, and directional signs) and dynamic information (e.g., current signal states including highway intersection and highway-rail intersection status and local conditions warnings identified by local environmental sensors). This service package also includes the capability for maintenance and construction, emergency, and transit vehicles to transmit sign information to vehicles in the vicinity so that in vehicle signing can be used without fixed infrastructure in areas such as work zones, around incidents, and at bus stops.	Planned	DOTD ITS Field Equipment

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
TI07	In-Vehicle Signage	This service package augments regulatory, warning, and informational signs and signals by providing information directly to drivers through in-vehicle devices. The information provided would include static sign information (e.g., stop, curve warning, guide signs, service signs, and directional signs) and dynamic information (e.g., current signal states including highway intersection and highway-rail intersection status and local conditions warnings identified by local environmental sensors). This service package also includes the capability for maintenance and construction, emergency, and transit vehicles to transmit sign information to vehicles in the vicinity so that in vehicle signing can be used without fixed infrastructure in areas such as work zones, around incidents, and at bus stops.	Planned	DOTD Statewide TMC
TI07	In-Vehicle Signage	This service package augments regulatory, warning, and informational signs and signals by providing information directly to drivers through in-vehicle devices. The information provided would include static sign information (e.g., stop, curve warning, guide signs, service signs, and directional signs) and dynamic information (e.g., current signal states including highway intersection and highway-rail intersection status and local conditions warnings identified by local environmental sensors). This service package also includes the capability for maintenance and construction, emergency, and transit vehicles to transmit sign information to vehicles in the vicinity so that in vehicle signing can be used without fixed infrastructure in areas such as work zones, around incidents, and at bus stops.	Planned	Lake Charles TMC
TI07	In-Vehicle Signage	This service package augments regulatory, warning, and informational signs and signals by providing information directly to drivers through in-vehicle devices. The information provided would include static sign information (e.g., stop, curve warning, guide signs, service signs, and directional signs) and dynamic information (e.g., current signal states including highway intersection and highway-rail intersection status and local conditions warnings identified by local environmental sensors). This service package also includes the capability for maintenance and construction, emergency, and transit vehicles to transmit sign information to vehicles in the vicinity so that in vehicle signing can be used without fixed infrastructure in areas such as work zones, around incidents, and at bus stops.	Planned	Local Traffic Signal System
TM01	Infrastructure-Based Traffic Surveillance	This service package includes traffic detectors, other surveillance equipment, the supporting field equipment, and Center to Field communications to transmit the collected data back to the Traffic Management Center. The derived data can be used locally such as when traffic detectors are connected directly to a signal control system or remotely (e.g., when a CCTV system sends data back to the Traffic Management Center). The data generated by this service package enables traffic managers to monitor traffic and road conditions, identify and verify incidents, detect faults in indicator operations, and collect census data for traffic strategy development and long range planning. The collected data can also be analyzed and made available to users and the Traveler Information Center physical object.	Existing	Calcasieu Parish Sheriffs Office
TM01	Infrastructure-Based Traffic Surveillance	This service package includes traffic detectors, other surveillance equipment, the supporting field equipment, and Center to Field communications to transmit the collected data back to the Traffic Management Center. The derived data can be used locally such as when traffic detectors are connected directly to a signal control system or remotely (e.g., when a CCTV system sends data back to the Traffic Management Center). The data generated by this service package enables traffic managers to monitor traffic and road conditions, identify and verify incidents, detect faults in indicator operations, and collect census data for traffic strategy development and long range planning. The collected data can also be analyzed and made available to users and the Traveler Information Center physical object.	Existing	DOTD Adjacent District Office
TM01	Infrastructure-Based Traffic Surveillance	This service package includes traffic detectors, other surveillance equipment, the supporting field equipment, and Center to Field communications to transmit the collected data back to the Traffic Management Center. The derived data can be used locally such as when traffic detectors are connected directly to a signal control system or remotely (e.g., when a CCTV system sends data back to the Traffic Management Center). The data generated by this service package enables traffic managers to monitor traffic and road conditions, identify and verify incidents, detect faults in indicator operations, and collect census data for traffic strategy development and long range planning. The collected data can also be analyzed and made available to users and the Traveler Information Center physical object.	Existing	DOTD District 07 Traffic Operations

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
TM01	Infrastructure-Based Traffic Surveillance	This service package includes traffic detectors, other surveillance equipment, the supporting field equipment, and Center to Field communications to transmit the collected data back to the Traffic Management Center. The derived data can be used locally such as when traffic detectors are connected directly to a signal control system or remotely (e.g., when a CCTV system sends data back to the Traffic Management Center). The data generated by this service package enables traffic managers to monitor traffic and road conditions, identify and verify incidents, detect faults in indicator operations, and collect census data for traffic strategy development and long range planning. The collected data can also be analyzed and made available to users and the Traveler Information Center physical object.	Existing	DOTD ITS Field Equipment
TM01	Infrastructure-Based Traffic Surveillance	This service package includes traffic detectors, other surveillance equipment, the supporting field equipment, and Center to Field communications to transmit the collected data back to the Traffic Management Center. The derived data can be used locally such as when traffic detectors are connected directly to a signal control system or remotely (e.g., when a CCTV system sends data back to the Traffic Management Center). The data generated by this service package enables traffic managers to monitor traffic and road conditions, identify and verify incidents, detect faults in indicator operations, and collect census data for traffic strategy development and long range planning. The collected data can also be analyzed and made available to users and the Traveler Information Center physical object.	Existing	DOTD MAP
TM01	Infrastructure-Based Traffic Surveillance	This service package includes traffic detectors, other surveillance equipment, the supporting field equipment, and Center to Field communications to transmit the collected data back to the Traffic Management Center. The derived data can be used locally such as when traffic detectors are connected directly to a signal control system or remotely (e.g., when a CCTV system sends data back to the Traffic Management Center). The data generated by this service package enables traffic managers to monitor traffic and road conditions, identify and verify incidents, detect faults in indicator operations, and collect census data for traffic strategy development and long range planning. The collected data can also be analyzed and made available to users and the Traveler Information Center physical object.	Existing	DOTD Social Media
TM01	Infrastructure-Based Traffic Surveillance	This service package includes traffic detectors, other surveillance equipment, the supporting field equipment, and Center to Field communications to transmit the collected data back to the Traffic Management Center. The derived data can be used locally such as when traffic detectors are connected directly to a signal control system or remotely (e.g., when a CCTV system sends data back to the Traffic Management Center). The data generated by this service package enables traffic managers to monitor traffic and road conditions, identify and verify incidents, detect faults in indicator operations, and collect census data for traffic strategy development and long range planning. The collected data can also be analyzed and made available to users and the Traveler Information Center physical object.	Existing	DOTD Statewide TMC
TM01	Infrastructure-Based Traffic Surveillance	This service package includes traffic detectors, other surveillance equipment, the supporting field equipment, and Center to Field communications to transmit the collected data back to the Traffic Management Center. The derived data can be used locally such as when traffic detectors are connected directly to a signal control system or remotely (e.g., when a CCTV system sends data back to the Traffic Management Center). The data generated by this service package enables traffic managers to monitor traffic and road conditions, identify and verify incidents, detect faults in indicator operations, and collect census data for traffic strategy development and long range planning. The collected data can also be analyzed and made available to users and the Traveler Information Center physical object.	Existing	Lake Charles TMC
TM01	Infrastructure-Based Traffic Surveillance	This service package includes traffic detectors, other surveillance equipment, the supporting field equipment, and Center to Field communications to transmit the collected data back to the Traffic Management Center. The derived data can be used locally such as when traffic detectors are connected directly to a signal control system or remotely (e.g., when a CCTV system sends data back to the Traffic Management Center). The data generated by this service package enables traffic managers to monitor traffic and road conditions, identify and verify incidents, detect faults in indicator operations, and collect census data for traffic strategy development and long range planning. The collected data can also be analyzed and made available to users and the Traveler Information Center physical object.	Existing	Local Police Dept

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
TM01	Infrastructure-Based Traffic Surveillance	This service package includes traffic detectors, other surveillance equipment, the supporting field equipment, and Center to Field communications to transmit the collected data back to the Traffic Management Center. The derived data can be used locally such as when traffic detectors are connected directly to a signal control system or remotely (e.g., when a CCTV system sends data back to the Traffic Management Center). The data generated by this service package enables traffic managers to monitor traffic and road conditions, identify and verify incidents, detect faults in indicator operations, and collect census data for traffic strategy development and long range planning. The collected data can also be analyzed and made available to users and the Traveler Information Center physical object.	Existing	LSP Troop D
TM01	Infrastructure-Based Traffic Surveillance (Instance 1)	This service package includes traffic detectors, other surveillance equipment, the supporting field equipment, and fixed-point to fixed-point communications to transmit the collected data back to the Traffic Management Subsystem. 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 Subsystem). 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 Information Service Provider Subsystem.	Existing	DOTD District 07 Traffic Operations
TM01	Infrastructure-Based Traffic Surveillance (Instance 1)	This service package includes traffic detectors, other surveillance equipment, the supporting field equipment, and fixed-point to fixed-point communications to transmit the collected data back to the Traffic Management Subsystem. 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 Subsystem). 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 Information Service Provider Subsystem.	Existing	DOTD ITS Field Equipment
TM01	Infrastructure-Based Traffic Surveillance (Instance 1)	This service package includes traffic detectors, other surveillance equipment, the supporting field equipment, and fixed-point to fixed-point communications to transmit the collected data back to the Traffic Management Subsystem. 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 Subsystem). 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 Information Service Provider Subsystem.	Existing	DOTD ITS Section
TM01	Infrastructure-Based Traffic Surveillance (Instance 1)	This service package includes traffic detectors, other surveillance equipment, the supporting field equipment, and fixed-point to fixed-point communications to transmit the collected data back to the Traffic Management Subsystem. 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 Subsystem). 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 Information Service Provider Subsystem.	Existing	DOTD Statewide TMC
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 07 Traffic Operations

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 07 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	DOTD ITS Field Equipment
TM03	Traffic Signal Control	This service package provides the central control and monitoring equipment, communication links, and the signal control equipment that support traffic control at signalized intersections. A range of traffic signal control systems are represented by this service package ranging from fixed-schedule control systems to fully traffic responsive systems that dynamically adjust control plans and strategies based on current traffic conditions and priority requests. This service package is generally an intra-jurisdictional package. Systems that achieve coordination across jurisdictions by using a common time base or other strategies that do not require real time coordination would also be represented by this package. Coordination of traffic signal systems using real-time communications is covered in the TM07-Regional Traffic Management service package. This service package is consistent with typical traffic signal control systems.	Existing	DOTD Statewide TMC
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	Lake Charles TMC
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	Local Traffic Operations Center

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	Local Traffic Signal System
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	Lake Charles TMC
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	Other Local Public Safety Agencies

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.	Planned	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.	Planned	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.	Planned	DOTD Statewide TMC
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.	Planned	Lake Charles 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.	Planned	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.	Planned	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.	Planned	Other Local Public Safety Agencies
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 Adjacent District Office

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 District 07 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	DOTD ITS Section
TM07	Regional Traffic Management	This service package provides for the sharing of information and control among traffic management centers to support regional traffic management strategies. Regional traffic management strategies that are supported include inter-jurisdictional, real-time coordinated traffic signal control systems and coordination between freeway operations and traffic signal control within a corridor. This service package advances the TM03-Traffic Signal Control and TM05-Traffic Metering service packages by adding the communications links and integrated control strategies that enable integrated, interjurisdictional traffic management. The nature of optimization and extent of information and control sharing is determined through working arrangements between jurisdictions. This package relies principally on roadside instrumentation supported by the Traffic Signal Control and Traffic Metering service packages and adds hardware, software, and fixed-point communications capabilities to implement traffic management strategies that are 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
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

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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	Lake Charles 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	Local Emergency Operations Centers
TM07	Regional Traffic Management	This service package provides for the sharing of information and control among traffic management centers to support regional traffic management strategies. Regional traffic management strategies that are supported include inter-jurisdictional, real-time coordinated traffic signal control systems and coordination between freeway operations and traffic signal control within a corridor. This service package advances the TM03-Traffic Signal Control and TM05-Traffic Metering service packages by adding the communications links and integrated control strategies that enable integrated, interjurisdictional traffic management. The nature of optimization and extent of information and control sharing is determined through working arrangements between jurisdictions. This package relies principally on roadside instrumentation supported by the Traffic Signal Control and Traffic Metering service packages and adds hardware, software, and fixed-point communications capabilities to implement traffic management strategies that are coordinated between allied traffic management centers. Several levels of coordination are supported from sharing of information through sharing of device control between traffic management centers.	Existing	Local Police Dept
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 D

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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.	Planned	DOTD District 07 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.	Planned	DOTD ITS Section
TM07	Regional Traffic Management	This service package provides for the sharing of information and control among traffic management centers to support regional traffic management strategies. Regional traffic management strategies that are supported include inter-jurisdictional, real-time coordinated traffic signal control systems and coordination between freeway operations and traffic signal control within a corridor. This service package advances the TM03-Traffic Signal Control and TM05-Traffic Metering service packages by adding the communications links and integrated control strategies that enable integrated, interjurisdictional traffic management. The nature of optimization and extent of information and control sharing is determined through working arrangements between jurisdictions. This package relies principally on roadside instrumentation supported by the Traffic Signal Control and Traffic Metering service packages and adds hardware, software, and fixed-point communications capabilities to implement traffic management strategies that are 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.	Planned	DOTD MAP

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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.	Planned	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.	Planned	Lake Charles 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.	Planned	Local Emergency Operations Centers
TM07	Regional Traffic Management	This service package provides for the sharing of information and control among traffic management centers to support regional traffic management strategies. Regional traffic management strategies that are supported include inter-jurisdictional, real-time coordinated traffic signal control systems and coordination between freeway operations and traffic signal control within a corridor. This service package advances the TM03-Traffic Signal Control and TM05-Traffic Metering service packages by adding the communications links and integrated control strategies that enable integrated, interjurisdictional traffic management. The nature of optimization and extent of information and control sharing is determined through working arrangements between jurisdictions. This package relies principally on roadside instrumentation supported by the Traffic Signal Control and Traffic Metering service packages and adds hardware, software, and fixed-point communications capabilities to implement traffic management strategies that are coordinated between allied traffic management centers. Several levels of coordination are supported from sharing of information through sharing of device control between traffic management centers.	Planned	Local Police Dept

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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.	Planned	LSP Troop D
TM07	Regional Traffic Management (Instance 1)	This service package provides for the sharing of traffic 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 ATMS03-Traffic Signal Control and ATMS04-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 to 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 control between traffic management centers.	Planned	DOTD ITS Section
TM07	Regional Traffic Management (Instance 1)	This service package provides for the sharing of traffic 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 ATMS03-Traffic Signal Control and ATMS04-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 to 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 control between traffic management centers.	Planned	DOTD Statewide TMC

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	Calcasieu Parish 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 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	Calcasieu Parish OHSEP

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

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TM08	Traffic Incident Management System	This service package manages both unexpected incidents and planned events so that the impact to the transportation network and traveler safety is minimized. The service package includes incident detection capabilities through roadside surveillance devices (e.g. CCTV) and through regional coordination with other traffic management, maintenance and construction management and emergency management centers as well as rail operations and event promoters. Information from these diverse sources is collected and correlated by this service package to detect and verify incidents and implement an appropriate response. This service package supports traffic operations personnel in developing an appropriate response in coordination with emergency management, maintenance and construction management, and other incident response personnel to confirmed incidents. The response may include traffic control strategy modifications or resource coordination between centers. Incident response also includes presentation of information to affected travelers using the Traffic Information Dissemination service package and dissemination of incident information to travelers through the Broadcast Traveler Information or Interactive Traveler Information service packages. The roadside equipment used to detect and verify incidents also allows the operator to monitor incident status as the response unfolds. The coordination with emergency management might be through a CAD system or through other communication with emergency personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel. This service package is closely related with the Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.	Existing	DOTD District 07 Traffic Operations
TM08	Traffic Incident Management System	This service package manages both unexpected incidents and planned events so that the impact to the transportation network and traveler safety is minimized. The service package includes incident detection capabilities through roadside surveillance devices (e.g. CCTV) and through regional coordination with other traffic management, maintenance and construction management and emergency management centers as well as rail operations and event promoters. Information from these diverse sources is collected and correlated by this service package to detect and verify incidents and implement an appropriate response. This service package supports traffic operations personnel in developing an appropriate response in coordination with emergency management, maintenance and construction management, and other incident response personnel to confirmed incidents. The response may include traffic control strategy modifications or resource coordination between centers. Incident response also includes presentation of information to affected travelers using the Traffic Information Dissemination service package and dissemination of incident information to travelers through the Broadcast Traveler Information or Interactive Traveler Information service packages. The roadside equipment used to detect and verify incidents also allows the operator to monitor incident status as the response unfolds. The coordination with emergency management might be through a CAD system or through other communication with emergency personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel. This service package is closely related with the Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.	Existing	DOTD District 07 Traffic Signal System

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

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

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

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

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

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	Other Local Public Safety Agencies
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.	Planned	Calcasieu Parish 911

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.	Planned	Calcasieu Parish OHSEP
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.	Planned	Calcasieu Parish Sheriffs Office

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.	Planned	DOTD Adjacent District Office
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.	Planned	DOTD District 07 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.	Planned	DOTD District 07 Traffic Signal System
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.	Planned	DOTD ITS Field Equipment

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

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

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.	Planned	Lake Charles 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 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.	Planned	Local Emergency Medical

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

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.	Planned	Local Traffic Signal System
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.	Planned	Louisiana 511/ Website

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TM08	Traffic Incident Management System	This service package manages both unexpected incidents and planned events so that the impact to the transportation network and traveler safety is minimized. The service package includes incident detection capabilities through roadside surveillance devices (e.g. CCTV) and through regional coordination with other traffic management, maintenance and construction management and emergency management centers as well as rail operations and event promoters. Information from these diverse sources is collected and correlated by this service package to detect and verify incidents and implement an appropriate response. This service package supports traffic operations personnel in developing an appropriate response in coordination with emergency management, maintenance and construction management, and other incident response personnel to confirmed incidents. The response may include traffic control strategy modifications or resource coordination between centers. Incident response also includes presentation of information to affected travelers using the Traffic Information Dissemination service package and dissemination of incident information to travelers through the Broadcast Traveler Information or Interactive Traveler Information service packages. The roadside equipment used to detect and verify incidents also allows the operator to monitor incident status as the response unfolds. The coordination with emergency management might be through a CAD system or through other communication with emergency personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel. This service package is closely related with the Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.	Planned	LSP Troop D
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.	Planned	Other Local Public Safety Agencies
TM08	Traffic Incident Management System (Instance 1)	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 center subsystems. 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 field personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel.	Planned	DOTD ITS Field Equipment

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
TM08	Traffic Incident Management System (Instance 1)	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 center subsystems. 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 field personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel.	Planned	DOTD ITS Section
TM08	Traffic Incident Management System (Instance 1)	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 center subsystems. 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 field personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel.	Planned	DOTD Statewide TMC
TM09	Integrated Decision Support and Demand Management	This service package recommends courses of action to transportation operators in a corridor, downtown area, or other heavily traveled area. Recommendations are based on an assessment of current and forecast transportation network performance and environmental conditions. Multi-modal transportation operational strategies are created that consider all modes and all roads in the travel area to correct network imbalances and effectively manage available capacity. As part of the operational strategies, this service package may also recommend lane restrictions, transit, parking, and toll strategies to influence traveler route and mode choices to support active demand management programs and policies managing both traffic and the environment. Operational strategies, including demand management recommendations, are coordinated to support operational decisions by each transportation operator that are consistent with the recommended strategy. All recommended operational strategies are based on historical evaluation, real-time assessment, and forecast of the roadway network performance based on predicted travel demand patterns. This service package also collects air quality, parking availability, transit usage, and vehicle occupancy data to support operational strategies that manage and balance capacity and demand.	Planned	DOTD Adjacent District Office

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
TM09	Integrated Decision Support and Demand Management	This service package recommends courses of action to transportation operators in a corridor, downtown area, or other heavily traveled area. Recommendations are based on an assessment of current and forecast transportation network performance and environmental conditions. Multi-modal transportation operational strategies are created that consider all modes and all roads in the travel area to correct network imbalances and effectively manage available capacity. As part of the operational strategies, this service package may also recommend lane restrictions, transit, parking, and toll strategies to influence traveler route and mode choices to support active demand management programs and policies managing both traffic and the environment. Operational strategies, including demand management recommendations, are coordinated to support operational decisions by each transportation operator that are consistent with the recommended strategy. All recommended operational strategies are based on historical evaluation, real-time assessment, and forecast of the roadway network performance based on predicted travel demand patterns. This service package also collects air quality, parking availability, transit usage, and vehicle occupancy data to support operational strategies that manage and balance capacity and demand.	Planned	DOTD District 07 Traffic Operations
TM09	Integrated Decision Support and Demand Management	This service package recommends courses of action to transportation operators in a corridor, downtown area, or other heavily traveled area. Recommendations are based on an assessment of current and forecast transportation network performance and environmental conditions. Multi-modal transportation operational strategies are created that consider all modes and all roads in the travel area to correct network imbalances and effectively manage available capacity. As part of the operational strategies, this service package may also recommend lane restrictions, transit, parking, and toll strategies to influence traveler route and mode choices to support active demand management programs and policies managing both traffic and the environment. Operational strategies, including demand management recommendations, are coordinated to support operational decisions by each transportation operator that are consistent with the recommended strategy. All recommended operational strategies are based on historical evaluation, real-time assessment, and forecast of the roadway network performance based on predicted travel demand patterns. This service package also collects air quality, parking availability, transit usage, and vehicle occupancy data to support operational strategies that manage and balance capacity and demand.	Planned	DOTD ITS Section
TM09	Integrated Decision Support and Demand Management	This service package recommends courses of action to transportation operators in a corridor, downtown area, or other heavily traveled area. Recommendations are based on an assessment of current and forecast transportation network performance and environmental conditions. Multi-modal transportation operational strategies are created that consider all modes and all roads in the travel area to correct network imbalances and effectively manage available capacity. As part of the operational strategies, this service package may also recommend lane restrictions, transit, parking, and toll strategies to influence traveler route and mode choices to support active demand management programs and policies managing both traffic and the environment. Operational strategies, including demand management recommendations, are coordinated to support operational decisions by each transportation operator that are consistent with the recommended strategy. All recommended operational strategies are based on historical evaluation, real-time assessment, and forecast of the roadway network performance based on predicted travel demand patterns. This service package also collects air quality, parking availability, transit usage, and vehicle occupancy data to support operational strategies that manage and balance capacity and demand.	Planned	DOTD MAP
TM09	Integrated Decision Support and Demand Management	This service package recommends courses of action to transportation operators in a corridor, downtown area, or other heavily traveled area. Recommendations are based on an assessment of current and forecast transportation network performance and environmental conditions. Multi-modal transportation operational strategies are created that consider all modes and all roads in the travel area to correct network imbalances and effectively manage available capacity. As part of the operational strategies, this service package may also recommend lane restrictions, transit, parking, and toll strategies to influence traveler route and mode choices to support active demand management programs and policies managing both traffic and the environment. Operational strategies, including demand management recommendations, are coordinated to support operational decisions by each transportation operator that are consistent with the recommended strategy. All recommended operational strategies are based on historical evaluation, real-time assessment, and forecast of the roadway network performance based on predicted travel demand patterns. This service package also collects air quality, parking availability, transit usage, and vehicle occupancy data to support operational strategies that manage and balance capacity and demand.	Planned	DOTD Statewide TMC

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
TM09	Integrated Decision Support and Demand Management	This service package recommends courses of action to transportation operators in a corridor, downtown area, or other heavily traveled area. Recommendations are based on an assessment of current and forecast transportation network performance and environmental conditions. Multi-modal transportation operational strategies are created that consider all modes and all roads in the travel area to correct network imbalances and effectively manage available capacity. As part of the operational strategies, this service package may also recommend lane restrictions, transit, parking, and toll strategies to influence traveler route and mode choices to support active demand management programs and policies managing both traffic and the environment. Operational strategies, including demand management recommendations, are coordinated to support operational decisions by each transportation operator that are consistent with the recommended strategy. All recommended operational strategies are based on historical evaluation, real-time assessment, and forecast of the roadway network performance based on predicted travel demand patterns. This service package also collects air quality, parking availability, transit usage, and vehicle occupancy data to support operational strategies that manage and balance capacity and demand.	Planned	Lake Charles TMC
TM09	Integrated Decision Support and Demand Management	This service package recommends courses of action to transportation operators in a corridor, downtown area, or other heavily traveled area. Recommendations are based on an assessment of current and forecast transportation network performance and environmental conditions. Multi-modal transportation operational strategies are created that consider all modes and all roads in the travel area to correct network imbalances and effectively manage available capacity. As part of the operational strategies, this service package may also recommend lane restrictions, transit, parking, and toll strategies to influence traveler route and mode choices to support active demand management programs and policies managing both traffic and the environment. Operational strategies, including demand management recommendations, are coordinated to support operational decisions by each transportation operator that are consistent with the recommended strategy. All recommended operational strategies are based on historical evaluation, real-time assessment, and forecast of the roadway network performance based on predicted travel demand patterns. This service package also collects air quality, parking availability, transit usage, and vehicle occupancy data to support operational strategies that manage and balance capacity and demand.	Planned	LSP Troop D
TM09	Integrated Decision Support and Demand Management (Instance 1)	This service package recommends courses of action to traffic operations personnel based on an assessment of current and forecast road network performance. Recommendations may include predefined incident response plans and regional surface street and freeway control strategies that correct network imbalances. Where applicable, this service package also recommends transit, parking, and toll strategies to influence traveler route and mode choices to support travel demand management (TDM) programs and policies managing both traffic and the environment. TDM recommendations are coordinated with transit, parking, and toll administration centers to support regional implementation of TDM strategies. Incident response and congestion management recommendations are implemented by the local traffic management center and coordinated with other regional centers by other service packages (see ATMS07-Regional Traffic Management and ATMS08-Traffic Incident Management). All recommendations are based on historical evaluation, real-time assessment, and forecast of the roadway network performance based on predicted travel demand patterns. Traffic data is collected from sensors and surveillance equipment as well as other transportation management centers (see ATIS06-Transportation Operations Data Sharing). Forecasted traffic loads are derived from historical data and route plans supplied by the Information Service Provider Subsystem. This service package also collects air quality, parking availability, transit usage, and vehicle occupancy data to support TDM, where applicable.	Planned	DOTD ITS Section

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
TM09	Integrated Decision Support and Demand Management (Instance 1)	This service package recommends courses of action to traffic operations personnel based on an assessment of current and forecast road network performance. Recommendations may include predefined incident response plans and regional surface street and freeway control strategies that correct network imbalances. Where applicable, this service package also recommends transit, parking, and toll strategies to influence traveler route and mode choices to support travel demand management (TDM) programs and policies managing both traffic and the environment. TDM recommendations are coordinated with transit, parking, and toll administration centers to support regional implementation of TDM strategies. Incident response and congestion management recommendations are implemented by the local traffic management center and coordinated with other regional centers by other service packages (see ATMS07-Regional Traffic Management and ATMS08-Traffic Incident Management). All recommendations are based on historical evaluation, real-time assessment, and forecast of the roadway network performance based on predicted travel demand patterns. Traffic data is collected from sensors and surveillance equipment as well as other transportation management centers (see ATIS06-Transportation Operations Data Sharing). Forecasted traffic loads are derived from historical data and route plans supplied by the Information Service Provider Subsystem. This service package also collects air quality, parking availability, transit usage, and vehicle occupancy data to support TDM, where applicable.	Planned	DOTD Statewide TMC
TM10	Electronic Toll Collection	The Electronic Toll Collection service package provides toll operators with the ability to collect tolls electronically and detect and process violations. The fees that are collected may be adjusted to implement demand management strategies. Field-Vehicle Communication between the roadway equipment and the vehicle is required as well as Fixed Point-Fixed Point interfaces between the toll collection equipment and transportation authorities and the financial infrastructure that supports fee collection. Toll violations are identified and electronically posted to vehicle owners. Standards, inter-agency coordination, and financial clearinghouse capabilities enable broad interoperability for these services.	Planned	DOTD Toll Section
TM10	Electronic Toll Collection	The Electronic Toll Collection service package provides toll operators with the ability to collect tolls electronically and detect and process violations. The fees that are collected may be adjusted to implement demand management strategies. Field-Vehicle Communication between the roadway equipment and the vehicle is required as well as Fixed Point-Fixed Point interfaces between the toll collection equipment and transportation authorities and the financial infrastructure that supports fee collection. Toll violations are identified and electronically posted to vehicle owners. Standards, inter-agency coordination, and financial clearinghouse capabilities enable broad interoperability for these services.	Planned	Toll Field Equipment
TM12	Dynamic Roadway Warning	This service package includes systems that dynamically warn drivers and other road users of hazards on a roadway. Such hazards include roadway weather conditions, road surface conditions, traffic conditions including queues, obstacles or animals in the roadway and any other transient event that can be sensed. These dynamic roadway warning systems can alert approaching drivers and other road users via warning signs, flashing lights, in-vehicle messages, etc. Such systems can increase the safety of a roadway by reducing the occurrence of incidents. The system can be centrally monitored and controlled by a traffic management center or it can be autonomous. Speed warnings that consider the limitations of a given vehicle for the geometry of the roadway (e.g., rollover risk for tall vehicles) are not included in this service package but are covered by the TM17 – Speed Warning and Enforcement service package. Roadway warning systems, especially queue warning systems are an Active Traffic Management (ATM) strategy and are typically used in conjunction with other ATM strategies (such as TM20-Variable Speed Limits and TM22-Dynamic Lane Management and Shoulder Use).	Planned	DOTD District 07 Traffic Operations

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
TM12	Dynamic Roadway Warning	This service package includes systems that dynamically warn drivers and other road users of hazards on a roadway. Such hazards include roadway weather conditions, road surface conditions, traffic conditions including queues, obstacles or animals in the roadway and any other transient event that can be sensed. These dynamic roadway warning systems can alert approaching drivers and other road users via warning signs, flashing lights, in-vehicle messages, etc. Such systems can increase the safety of a roadway by reducing the occurrence of incidents. The system can be centrally monitored and controlled by a traffic management center or it can be autonomous. Speed warnings that consider the limitations of a given vehicle for the geometry of the roadway (e.g., rollover risk for tall vehicles) are not included in this service package but are covered by the TM17 – Speed Warning and Enforcement service package. Roadway warning systems, especially queue warning systems are an Active Traffic Management (ATM) strategy and are typically used in conjunction with other ATM strategies (such as TM20-Variable Speed Limits and TM22-Dynamic Lane Management and Shoulder Use).	Planned	DOTD District 07 Traffic Signal System
TM12	Dynamic Roadway Warning	This service package includes systems that dynamically warn drivers and other road users of hazards on a roadway. Such hazards include roadway weather conditions, road surface conditions, traffic conditions including queues, obstacles or animals in the roadway and any other transient event that can be sensed. These dynamic roadway warning systems can alert approaching drivers and other road users via warning signs, flashing lights, in-vehicle messages, etc. Such systems can increase the safety of a roadway by reducing the occurrence of incidents. The system can be centrally monitored and controlled by a traffic management center or it can be autonomous. Speed warnings that consider the limitations of a given vehicle for the geometry of the roadway (e.g., rollover risk for tall vehicles) are not included in this service package but are covered by the TM17 – Speed Warning and Enforcement service package. Roadway warning systems, especially queue warning systems are an Active Traffic Management (ATM) strategy and are typically used in conjunction with other ATM strategies (such as TM20-Variable Speed Limits and TM22-Dynamic Lane Management and Shoulder Use).	Planned	DOTD ITS Field Equipment
TM12	Dynamic Roadway Warning	This service package includes systems that dynamically warn drivers and other road users of hazards on a roadway. Such hazards include roadway weather conditions, road surface conditions, traffic conditions including queues, obstacles or animals in the roadway and any other transient event that can be sensed. These dynamic roadway warning systems can alert approaching drivers and other road users via warning signs, flashing lights, in-vehicle messages, etc. Such systems can increase the safety of a roadway by reducing the occurrence of incidents. The system can be centrally monitored and controlled by a traffic management center or it can be autonomous. Speed warnings that consider the limitations of a given vehicle for the geometry of the roadway (e.g., rollover risk for tall vehicles) are not included in this service package but are covered by the TM17 – Speed Warning and Enforcement service package. Roadway warning systems, especially queue warning systems are an Active Traffic Management (ATM) strategy and are typically used in conjunction with other ATM strategies (such as TM20-Variable Speed Limits and TM22-Dynamic Lane Management and Shoulder Use).	Planned	DOTD Statewide TMC

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
TM12	Dynamic Roadway Warning	This service package includes systems that dynamically warn drivers and other road users of hazards on a roadway. Such hazards include roadway weather conditions, road surface conditions, traffic conditions including queues, obstacles or animals in the roadway and any other transient event that can be sensed. These dynamic roadway warning systems can alert approaching drivers and other road users via warning signs, flashing lights, in-vehicle messages, etc. Such systems can increase the safety of a roadway by reducing the occurrence of incidents. The system can be centrally monitored and controlled by a traffic management center or it can be autonomous. Speed warnings that consider the limitations of a given vehicle for the geometry of the roadway (e.g., rollover risk for tall vehicles) are not included in this service package but are covered by the TM17 – Speed Warning and Enforcement service package. Roadway warning systems, especially queue warning systems are an Active Traffic Management (ATM) strategy and are typically used in conjunction with other ATM strategies (such as TM20-Variable Speed Limits and TM22-Dynamic Lane Management and Shoulder Use).	Planned	Lake Charles TMC
TM17	Speed Warning and Enforcement	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. 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.	Planned	Local Police Dept
TM17	Speed Warning and Enforcement	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. 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.	Planned	LSP Troop D
TM18	Drawbridge Management	This service package supports systems that manage drawbridges at rivers and canals and other multimodal crossings (other than railroad grade crossings which are specifically covered by other service packages). The equipment managed by this service package includes control devices (e.g., gates, warning lights, dynamic message signs) at the drawbridge as well as the information systems that are used to keep travelers apprised of current and forecasted drawbridge status.	Planned	DOTD District 07 Traffic Operations

Service Package	Service Package Name	Service Package Description	Service Package Status	Included Elements
TM18	Drawbridge Management	This service package supports systems that manage drawbridges at rivers and canals and other multimodal crossings (other than railroad grade crossings which are specifically covered by other service packages). The equipment managed by this service package includes control devices (e.g., gates, warning lights, dynamic message signs) at the drawbridge as well as the information systems that are used to keep travelers apprised of current and forecasted drawbridge status.	Planned	DOTD ITS Field Equipment
TM18	Drawbridge Management	This service package supports systems that manage drawbridges at rivers and canals and other multimodal crossings (other than railroad grade crossings which are specifically covered by other service packages). The equipment managed by this service package includes control devices (e.g., gates, warning lights, dynamic message signs) at the drawbridge as well as the information systems that are used to keep travelers apprised of current and forecasted drawbridge status.	Planned	DOTD Statewide TMC
TM18	Drawbridge Management	This service package supports systems that manage drawbridges at rivers and canals and other multimodal crossings (other than railroad grade crossings which are specifically covered by other service packages). The equipment managed by this service package includes control devices (e.g., gates, warning lights, dynamic message signs) at the drawbridge as well as the information systems that are used to keep travelers apprised of current and forecasted drawbridge status.	Planned	Lake Charles TMC

Appendix G – Operational Concepts

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Archived Data Systems	The Archived Data Management System for the Lake Charles 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 also meet 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.	Cities	Crash data collection	Existing
Archived Data Systems	The Archived Data Management System for the Lake Charles 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 also meet 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.	Cities	Incident response	Existing
Archived Data Systems	The Archived Data Management System for the Lake Charles 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 also meet 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.	Cities	Traffic data collection	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Archived Data Systems	The Archived Data Management System for the Lake Charles 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 also meet 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.	City of Sulphur	Incident response	Existing
Archived Data Systems	The Archived Data Management System for the Lake Charles 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 also meet 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.	City of Sulphur	Crash data collection	Existing
Archived Data Systems	The Archived Data Management System for the Lake Charles 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 also meet 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.	City of Sulphur	Traffic data collection	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Archived Data Systems	The Archived Data Management System for the Lake Charles 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 also meet 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	Traffic operations	Existing
Archived Data Systems	The Archived Data Management System for the Lake Charles 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 also meet 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	Traffic data collection	Existing
Archived Data Systems	The Archived Data Management System for the Lake Charles 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 also meet 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	Crash data collection	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Archived Data Systems	The Archived Data Management System for the Lake Charles 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 also meet 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 D)	Crash data	Existing
Archived Data Systems	The Archived Data Management System for the Lake Charles 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 also meet 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.	Southwest Louisiana Regional Planning Commission	Archive data management	Planned
Archived Data Systems	The Archived Data Management System for the Lake Charles 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 also meet 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.	Southwest Louisiana Regional Planning Commission	Transportation planning	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Commercial Vehicle Operations	Commercial vehicle operations (CVO) represents the administrative functions that support commercial vehicle credentials, taxes, and safety regulation. These functions may be achieved through the commercial vehicles information systems network (CVISN) or the performance and registration information system management (PRISM).	Calcasieu Parish Police Jury	weight enforcement	Existing
Commercial Vehicle Operations	Commercial vehicle operations (CVO) represents the administrative functions that support commercial vehicle credentials, taxes, and safety regulation. These functions may be achieved through the commercial vehicles information systems network (CVISN) or the performance and registration information system management (PRISM).	Calcasieu Parish Police Jury	safety enforcement	Existing
Commercial Vehicle Operations	Commercial vehicle operations (CVO) represents the administrative functions that support commercial vehicle credentials, taxes, and safety regulation. These functions may be achieved through the commercial vehicles information systems network (CVISN) or the performance and registration information system management (PRISM).	Calcasieu Parish Police Jury	route enforcement	Existing
Commercial Vehicle Operations	Commercial vehicle operations (CVO) represents the administrative functions that support commercial vehicle credentials, taxes, and safety regulation. These functions may be achieved through the commercial vehicles information systems network (CVISN) or the performance and registration information system management (PRISM).	Cities	provide commecial vehicle infrastructure	Existing
Commercial Vehicle Operations	Commercial vehicle operations (CVO) represents the administrative functions that support commercial vehicle credentials, taxes, and safety regulation. These functions may be achieved through the commercial vehicles information systems network (CVISN) or the performance and registration information system management (PRISM).	LADOTD	provide commercial vehicle infrastructure	Existing
Commercial Vehicle Operations	Commercial vehicle operations (CVO) represents the administrative functions that support commercial vehicle credentials, taxes, and safety regulation. These functions may be achieved through the commercial vehicles information systems network (CVISN) or the performance and registration information system management (PRISM).	Local Emergency Medical Providers	hazmat incident management	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Commercial Vehicle Operations	Commercial vehicle operations (CVO) represents the administrative functions that support commercial vehicle credentials, taxes, and safety regulation. These functions may be achieved through the commercial vehicles information systems network (CVISN) or the performance and registration information system management (PRISM).	Local Emergency Medical Providers	incident response	Existing
Commercial Vehicle Operations	Commercial vehicle operations (CVO) represents the administrative functions that support commercial vehicle credentials, taxes, and safety regulation. These functions may be achieved through the commercial vehicles information systems network (CVISN) or the performance and registration information system management (PRISM).	Local Public Safety Agencies	hazmat management	Existing
Commercial Vehicle Operations	Commercial vehicle operations (CVO) represents the administrative functions that support commercial vehicle credentials, taxes, and safety regulation. These functions may be achieved through the commercial vehicles information systems network (CVISN) or the performance and registration information system management (PRISM).	Local Public Safety Agencies	incident management	Existing
Commercial Vehicle Operations	Commercial vehicle operations (CVO) represents the administrative functions that support commercial vehicle credentials, taxes, and safety regulation. These functions may be achieved through the commercial vehicles information systems network (CVISN) or the performance and registration information system management (PRISM).	Louisiana State Police (Troop D)	weight enforcement	Existing
Commercial Vehicle Operations	Commercial vehicle operations (CVO) represents the administrative functions that support commercial vehicle credentials, taxes, and safety regulation. These functions may be achieved through the commercial vehicles information systems network (CVISN) or the performance and registration information system management (PRISM).	Louisiana State Police (Troop D)	route enforcement	Existing
Commercial Vehicle Operations	Commercial vehicle operations (CVO) represents the administrative functions that support commercial vehicle credentials, taxes, and safety regulation. These functions may be achieved through the commercial vehicles information systems network (CVISN) or the performance and registration information system management (PRISM).	Louisiana State Police (Troop D)	safety enforcement	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Commercial Vehicle Operations	Commercial vehicle operations (CVO) represents the administrative functions that support commercial vehicle credentials, taxes, and safety regulation. These functions may be achieved through the commercial vehicles information systems network (CVISN) or the performance and registration information system management (PRISM).	Louisiana State Police (Troop D)	credential check	Existing
Commercial Vehicle Operations	Commercial vehicle operations (CVO) represents the administrative functions that support commercial vehicle credentials, taxes, and safety regulation. These functions may be achieved through the commercial vehicles information systems network (CVISN) or the performance and registration information system management (PRISM).	Port of Lake Charles	commecial vehicle credentialing	Existing
Commercial Vehicle Operations	Commercial vehicle operations (CVO) represents the administrative functions that support commercial vehicle credentials, taxes, and safety regulation. These functions may be achieved through the commercial vehicles information systems network (CVISN) or the performance and registration information system management (PRISM).	Port of Lake Charles	commercial vehicle check	Existing
Data Management for Lake Charles Regional ITS Architecture		Calcasieu Parish Police Jury		
Data Management for Lake Charles Regional ITS Architecture		Cities		
Data Management for Lake Charles Regional ITS Architecture		City of Lake Charles		
Data Management for Lake Charles Regional ITS Architecture		City of Moss Bluff		
Data Management for Lake Charles Regional ITS Architecture		City of Sulphur		

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Data Management for Lake Charles Regional ITS Architecture		City of Westlake		
Data Management for Lake Charles Regional ITS Architecture		Electric Charging Station Providers		
Data Management for Lake Charles Regional ITS Architecture		LADOTD		
Data Management for Lake Charles Regional ITS Architecture		Local Emergency Medical Providers		
Data Management for Lake Charles Regional ITS Architecture		Local Public Safety Agencies		
Data Management for Lake Charles Regional ITS Architecture		Louisiana State Police (Troop D)		
Data Management for Lake Charles Regional ITS Architecture		Media		
Data Management for Lake Charles Regional ITS Architecture		Port of Lake Charles		
Data Management for Lake Charles Regional ITS Architecture		Private Toll Manager		
Data Management for Lake Charles Regional ITS Architecture		Public		

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Data Management for Lake Charles Regional ITS Architecture		Southwest Louisiana Regional Planning Commission		
Data Management for Lake Charles Regional ITS Architecture		Tourism and Traveler Information Service Providers		
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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.	Calcasieu Parish Police Jury	Resource and supply service provider	Existing
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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.	Calcasieu Parish Police Jury	weight enforcement	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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.	Calcasieu Parish Police Jury	safety enforcement	Existing
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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.	Calcasieu Parish Police Jury	route enforcement	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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.	Cities	Emergency response	Existing
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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.	Cities	Incident response	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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.	Cities	Incident management	Existing
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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.	Cities	Traffic control	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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.	Cities	Traffic signal system maintenance and construction	Existing
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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	Traffic operations	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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	Traffic data collection	Existing
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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	Infrastructure monitoring	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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	Resources for emergency	Existing
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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	Event monitoring	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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	Motorist information systems	Existing
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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	Traffic Control	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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	Traffic signal system maintenance and construction	Existing
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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	Roadway maintenance and construction	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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	Traffic signal operations	Existing
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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	provide commercial vehicle infrastructure	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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	Medical response	Existing
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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	hazmat incident management	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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	incident response	Existing
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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	Traffic control	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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	hazmat management	Existing
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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	incident management	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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	resource coordination	Existing
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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 D)	Incident response	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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 D)	Emergency response	Existing
Emergency Management	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 help assess the evacuation strategy and where resources could be deployed to facilitate evacuation. The various public safety agencies coordinates 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 D)	Traffic control	Existing
Emergency Management for Lake Charles Regional ITS Architecture		Calcasieu Parish Police Jury		
Emergency Management for Lake Charles Regional ITS Architecture		Cities		

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Emergency Management for Lake Charles Regional ITS Architecture		City of Lake Charles		
Emergency Management for Lake Charles Regional ITS Architecture		City of Moss Bluff		
Emergency Management for Lake Charles Regional ITS Architecture		City of Sulphur		
Emergency Management for Lake Charles Regional ITS Architecture		City of Westlake		
Emergency Management for Lake Charles Regional ITS Architecture		LADOTD		
Emergency Management for Lake Charles Regional ITS Architecture		Local Emergency Medical Providers		
Emergency Management for Lake Charles Regional ITS Architecture		Local Public Safety Agencies		
Emergency Management for Lake Charles Regional ITS Architecture		Louisiana State Police (Troop D)		
Emergency Management for Lake Charles Regional ITS Architecture		Media		

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Emergency Management for Lake Charles Regional ITS Architecture		Public		
Emergency Management for Lake Charles Regional ITS Architecture		Southwest Louisiana Regional Planning Commission		
Emergency Management for Lake Charles Regional ITS Architecture		Tourism and Traveler Information Service Providers		
Freeway Management	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.	Cities	Incident response	Existing
Freeway Management	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.	Cities	Incident management	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Freeway Management	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.	Cities	Speed enforcement	Existing
Freeway Management	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.	Cities	Traffic control	Existing
Freeway Management	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	Traffic operations	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Freeway Management	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	Traffic data collection	Existing
Freeway Management	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	Infrastructure monitoring	Existing
Freeway Management	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	Resources for emergency	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Freeway Management	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	Event monitoring	Existing
Freeway Management	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	Motorist information systems	Existing
Freeway Management	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	Traffic Control	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Freeway Management	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	Roadway maintenance and construction	Existing
Freeway Management	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	Traffic control	Existing
Freeway Management	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	Motorists assistance	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Freeway Management	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	hazmat management	Existing
Freeway Management	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 management	Existing
Freeway Management	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	resource coordination	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Freeway Management	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 D)	Incident response	Existing
Freeway Management	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 D)	Speed enforcement	Existing
Freeway Management	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 D)	Traffic control	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Freeway Management	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 D)	safety enforcement	Existing
Freeway Management	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 D)	resource coordination	Existing
Freeway Management	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

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Freeway Management	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.	Southwest Louisiana Regional Planning Commission	Archive data management	Existing
Freeway Management	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.	Southwest Louisiana Regional Planning Commission	Transportation planning	Existing
Freeway Management	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.	Tourism and Traveler Information Service Providers	Motorist information	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Incident Management	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 07 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.	Cities	Incident response	Existing
Incident Management	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 07 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.	Cities	Incident management	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Incident Management	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 07 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.	Cities	Speed enforcement	Existing
Incident Management	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 07 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.	Cities	Traffic control	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Incident Management	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 07 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	Traffic operations	Existing
Incident Management	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 07 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	Traffic data collection	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Incident Management	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 07 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	Infrastructure monitoring	Planned
Incident Management	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 07 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	Event monitoring	Planned

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Incident Management	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 07 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	Motorist information systems	Planned
Incident Management	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 07 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	Traffic Control	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Incident Management	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 07 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	Medical response	Existing
Incident Management	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 07 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	Traffic control	Planned

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Incident Management	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 07 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	Motorists assistance	Existing
Incident Management	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 07 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 D)	Incident response	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Incident Management	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 07 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 D)	Speed enforcement	Existing
Incident Management	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 07 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 D)	Emergency response	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Incident Management	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 07 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
Incident Management	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 07 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.	Southwest Louisiana Regional Planning Commission	Transportation planning	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Incident Management	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 07 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.	Tourism and Traveler Information Service Providers	Motorist information	Existing
Maintenance and Construction	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 roadway, debris removal, and management of construction operations.	Calcasieu Parish Police Jury	Surface street maintenance and construction provider	Existing
Maintenance and Construction	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 roadway, debris removal, and management of construction operations.	Cities	Traffic signal system maintenance and construction	Existing
Maintenance and Construction	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 roadway, debris removal, and management of construction operations.	Cities	Surface street maintenance and construction	Existing
Maintenance and Construction	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 roadway, debris removal, and management of construction operations.	LADOTD	Traffic data collection	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Maintenance and Construction	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 roadway, debris removal, and management of construction operations.	LADOTD	Infrastructure monitoring	Planned
Maintenance and Construction	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 roadway, debris removal, and management of construction operations.	LADOTD	Traffic signal system maintenance and construction	Existing
Maintenance and Construction	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 roadway, debris removal, and management of construction operations.	LADOTD	Roadway maintenance and construction	Existing
Maintenance and Construction	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 roadway, debris removal, and management of construction operations.	Media	Motorist information	Existing
Maintenance and Construction	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 roadway, debris removal, and management of construction operations.	Southwest Louisiana Regional Planning Commission	Archive data management	Planned
Maintenance and Construction	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 roadway, debris removal, and management of construction operations.	Tourism and Traveler Information Service Providers	Motorist information	Existing
Surface Street Management	This refers to surface street network especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. The include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	Cities	Emergency response	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Surface Street Management	This refers to surface street network especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. The include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	Cities	Crash data collection	Existing
Surface Street Management	This refers to surface street network especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. The include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	Cities	Incident response	Existing
Surface Street Management	This refers to surface street network especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. The include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	Cities	Incident management	Existing
Surface Street Management	This refers to surface street network especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. The include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	Cities	Speed enforcement	Existing
Surface Street Management	This refers to surface street network especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. The include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	Cities	Traffic control	Existing
Surface Street Management	This refers to surface street network especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. The include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	Cities	Traffic signal system maintenance and construction	Existing
Surface Street Management	This refers to surface street network especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. The include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	Cities	Surface street maintenance and construction	Existing
Surface Street Management	This refers to surface street network especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. The include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	Cities	Traffic signal operations	Existing
Surface Street Management	This refers to surface street network especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. The include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	Cities	Traffic data collection	Existing
Surface Street Management	This refers to surface street network especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. The include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	LADOTD	Traffic data collection	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Surface Street Management	This refers to surface street network especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. The include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	LADOTD	Infrastructure monitoring	Existing
Surface Street Management	This refers to surface street network especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. The include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	LADOTD	Resources for emergency	Existing
Surface Street Management	This refers to surface street network especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. The include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	LADOTD	Event monitoring	Existing
Surface Street Management	This refers to surface street network especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. The include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	LADOTD	Motorist information systems	Existing
Surface Street Management	This refers to surface street network especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. The include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	LADOTD	Traffic Control	Existing
Surface Street Management	This refers to surface street network especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. The include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	LADOTD	Traffic signal system maintenance and construction	Existing
Surface Street Management	This refers to surface street network especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. The include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	LADOTD	Roadway maintenance and construction	Existing
Surface Street Management	This refers to surface street network especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. The include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	LADOTD	Traffic signal operations	Existing
Surface Street Management	This refers to surface street network especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. The include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	Southwest Louisiana Regional Planning Commission	Archive data management	Existing

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Surface Street Management	This refers to surface street network especially the state owned roadways that support daily socio-economic activities and also support emergency evacuation. The include traffic signal systems, detection, traveler information systems and other devices for monitoring roadway and traffic operations performance.	Southwest Louisiana Regional Planning Commission	Transportation planning	Existing
Surface Street Management for Lake Charles Regional ITS Architecture		Calcasieu Parish Police Jury		
Surface Street Management for Lake Charles Regional ITS Architecture		Cities		
Surface Street Management for Lake Charles Regional ITS Architecture		City of Lake Charles		
Surface Street Management for Lake Charles Regional ITS Architecture		City of Moss Bluff		
Surface Street Management for Lake Charles Regional ITS Architecture		City of Sulphur		
Surface Street Management for Lake Charles Regional ITS Architecture		City of Westlake		
Surface Street Management for Lake Charles Regional ITS Architecture		LADOTD		
Surface Street Management for Lake Charles Regional ITS Architecture		Local Emergency Medical Providers		

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Surface Street Management for Lake Charles Regional ITS Architecture		Local Public Safety Agencies		
Surface Street Management for Lake Charles Regional ITS Architecture		Louisiana State Police (Troop D)		
Surface Street Management for Lake Charles Regional ITS Architecture		Media		
Surface Street Management for Lake Charles Regional ITS Architecture		Southwest Louisiana Regional Planning Commission		
Surface Street Management for Lake Charles Regional ITS Architecture		Tourism and Traveler Information Service Providers		
Sustainable Travel for Lake Charles Regional ITS Architecture		Electric Charging Station Providers		
Sustainable Travel for Lake Charles Regional ITS Architecture		LADOTD		
Sustainable Travel for Lake Charles Regional ITS Architecture		Media		
Sustainable Travel for Lake Charles Regional ITS Architecture		Tourism and Traveler Information Service Providers		

RR Area Name	RR Area Description	Stakeholder	RR Description	RR Status
Traveler Information	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	Motorist information systems	Planned
Traveler Information	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	Motorist information	Existing
Traveler Information	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 of traveler information	Existing
Traveler Information	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	Motorist information	Existing

Appendix H – Functional Requirements

Element Name	Functional Object	Functional Object Description	Requirement	Status
Calcasieu Parish 911	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
Calcasieu Parish 911	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
Calcasieu Parish 911	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
Calcasieu Parish 911	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Calcasieu Parish 911	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
Calcasieu Parish 911	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Calcasieu Parish 911	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
Calcasieu Parish 911	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
Calcasieu Parish 911	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Calcasieu Parish 911	TMC Incident Detection	TMC Incident Detection' identifies and reports incidents to Traffic Operations Personnel. It remotely monitors and controls traffic sensor and surveillance systems that support incident detection and verification. It analyzes and reduces the collected sensor and surveillance data, external alerting and advisory and incident reporting systems, anticipated demand information from intermodal freight depots, border crossings, special event information, and identifies and reports incidents and hazardous conditions	The center shall exchange incident and threat information with emergency management centers as well as maintenance and construction centers; including notification of existence of incident and expected severity, location, time and nature of incident.	Existing
Calcasieu Parish 911	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
Calcasieu Parish 911	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Calcasieu Parish 911	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall exchange alert information and status with emergency management centers. The information includes notification of a major emergency such as a natural or man-made disaster, civil emergency, or child abduction for distribution to the public. The information may include the alert originator, the nature of the emergency, the geographic area affected by the emergency, the effective time period, and information and instructions necessary for the public to respond to the alert. This may also identify specific information that should not be released to the public.	Existing
Calcasieu Parish OHSEP	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 receive and respond to requests from ITS Archives for either a catalog of the emergency management data or for the data itself.	Existing
Calcasieu Parish OHSEP	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
Calcasieu Parish OHSEP	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
Calcasieu Parish OHSEP	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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Calcasieu Parish OHSEP	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
Calcasieu Parish OHSEP	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
Calcasieu Parish OHSEP	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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Calcasieu Parish OHSEP	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

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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Calcasieu Parish OHSEP	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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Calcasieu Parish OHSEP	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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Calcasieu Parish OHSEP	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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Calcasieu Parish OHSEP	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

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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Calcasieu Parish Sheriffs Office	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall assess the status of responding emergency vehicles as part of an incident command.	Existing
Calcasieu Parish Sheriffs Office	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall track and maintain resource information and action plans pertaining to the incident command.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
Calcasieu Parish Sheriffs Office	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall provide incident command communications with public safety, emergency management, transportation, and other allied response agency centers.	Existing
Calcasieu Parish Sheriffs Office	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall provide tactical decision support, resource coordination, and communications integration for first responders to support local management of an incident.	Existing

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

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

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

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

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

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

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

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

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

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

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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Calcasieu Parish Sheriffs Office	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall assimilate the damage assessment of the transit, traffic, rail, maintenance, and other emergency center services and systems to create an overall transportation system status, and disseminate to each of these centers and the traveling public via traveler information providers.	Existing
DOTD Adjacent District Office	MCM Roadway Maintenance	MCM Roadway Maintenance' provides overall management and support for routine maintenance on a roadway system or right-of-way. Services managed include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of non-ITS equipment on the roadway (e.g., signs, gantries, cabinets, guard rails, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling routine maintenance activities. See also MCM Field Equipment Maintenance for maintenance of ITS field equipment.	The center shall maintain an interface with asset management systems to track the inventory, restrictions, repair needs and status updates of transportation assets (pavement, bridges, signs, etc.) including location, installation and materials information, vendor/contractor, current maintenance status, standard height, width, and weight restrictions.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Adjacent District Office	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.	Existing
DOTD Adjacent District Office	MCM Roadway Maintenance	MCM Roadway Maintenance' provides overall management and support for routine maintenance on a roadway system or right-of-way. Services managed include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of non-ITS equipment on the roadway (e.g., signs, gantries, cabinets, guard rails, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling routine maintenance activities. See also MCM Field Equipment Maintenance for maintenance of ITS field equipment.	The center shall collect the status and fault data from roadside equipment, such as traffic, infrastructure, and environmental sensors, highway advisory radio and dynamic message signs, automated roadway treatment systems, barrier and safeguard systems, cameras, traffic signals and override equipment, ramp meters, short range communications equipment, security sensors and surveillance equipment, etc., and provide a cohesive view of equipment repair needs.	Existing
DOTD Adjacent District Office	MCM Roadway Maintenance	MCM Roadway Maintenance' provides overall management and support for routine maintenance on a roadway system or right-of-way. Services managed include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of non-ITS equipment on the roadway (e.g., signs, gantries, cabinets, guard rails, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling routine maintenance activities. See also MCM Field Equipment Maintenance for maintenance of ITS field equipment.	The center shall provide emergency management and traffic management centers with information about scheduled maintenance and construction work activities including anticipated closures and impact to the roadway, alternate routes, anticipated delays, closure times, and durations.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Adjacent District Office	MCM Roadway Maintenance	MCM Roadway Maintenance' provides overall management and support for routine maintenance on a roadway system or right-of-way. Services managed include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of non-ITS equipment on the roadway (e.g., signs, gantries, cabinets, guard rails, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling routine maintenance activities. See also MCM Field Equipment Maintenance for maintenance of ITS field equipment.	The center shall exchange information with administrative systems to support the planning and scheduling of maintenance activities. This information includes: equipment and consumables resupply purchase request status, personnel qualifications including training and special certifications, environmental regulations and rules that may impact maintenance activities, and requests and project requirements from contract administration.	Existing
DOTD Adjacent District Office	MCM Roadway Maintenance	MCM Roadway Maintenance' provides overall management and support for routine maintenance on a roadway system or right-of-way. Services managed include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of non-ITS equipment on the roadway (e.g., signs, gantries, cabinets, guard rails, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling routine maintenance activities. See also MCM Field Equipment Maintenance for maintenance of ITS field equipment.	The center shall dispatch and route maintenance and construction vehicle drivers and support them with route-specific environmental, incident, advisory, threat, alert, and traffic congestion information.	Existing
DOTD Adjacent District Office	MCM Roadway Maintenance	MCM Roadway Maintenance' provides overall management and support for routine maintenance on a roadway system or right-of-way. Services managed include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of non-ITS equipment on the roadway (e.g., signs, gantries, cabinets, guard rails, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling routine maintenance activities. See also MCM Field Equipment Maintenance for maintenance of ITS field equipment.	The center shall collect current and forecast traffic and weather information from traffic management centers and weather service providers (such as the National Weather Service and value-added sector specific meteorological services).	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Operations	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall provide 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
DOTD District 07 Traffic Operations	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall request traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Operations	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall manage inter-agency coordination of evacuation operations, from initial planning through the evacuation process and reentry.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Operations	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall monitor the progress or status of the evacuation once it begins and exchange tactical plans, prepared during the incident, with allied agencies.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Operations	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall develop and exchange evacuation plans with allied agencies prior to the occurrence of a disaster.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Operations	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall monitor the progress of the reentry process.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Operations	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall coordinate evacuation destinations and shelter needs with shelter providers (e.g., the American Red Cross) in the region.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Operations	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall retrieve information from public health systems to plan for and implement evacuations or in-place sheltering for biological, chemical, radiation, and other public health emergencies.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Operations	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall request resources from transit agencies as needed to support the evacuation.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Operations	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall provide evacuation information to traffic, transit, maintenance and construction, rail operations, and other emergency management centers as needed.	Existing
DOTD District 07 Traffic Operations	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Operations	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall provide tactical decision support, resource coordination, and communications integration for first responders to support local management of an incident.	Existing
DOTD District 07 Traffic Operations	MCM Roadway Maintenance	MCM Roadway Maintenance' provides overall management and support for routine maintenance on a roadway system or right-of-way. Services managed include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of non-ITS equipment on the roadway (e.g., signs, gantries, cabinets, guard rails, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling routine maintenance activities. See also MCM Field Equipment Maintenance for maintenance of ITS field equipment.	The center shall respond to requests from emergency management and traffic management centers for hazard removal, field equipment repair, and other roadway maintenance.	Existing
DOTD District 07 Traffic Operations	MCM Roadway Maintenance	MCM Roadway Maintenance' provides overall management and support for routine maintenance on a roadway system or right-of-way. Services managed include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of non-ITS equipment on the roadway (e.g., signs, gantries, cabinets, guard rails, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling routine maintenance activities. See also MCM Field Equipment Maintenance for maintenance of ITS field equipment.	The center shall maintain an interface with asset management systems to track the inventory, restrictions, repair needs and status updates of transportation assets (pavement, bridges, signs, etc.) including location, installation and materials information, vendor/contractor, current maintenance status, standard height, width, and weight restrictions.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Operations	MCM Roadway Maintenance	MCM Roadway Maintenance' provides overall management and support for routine maintenance on a roadway system or right-of-way. Services managed include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of non-ITS equipment on the roadway (e.g., signs, gantries, cabinets, guard rails, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling routine maintenance activities. See also MCM Field Equipment Maintenance for maintenance of ITS field equipment.	The center shall exchange information with administrative systems to support the planning and scheduling of maintenance activities. This information includes: equipment and consumables resupply purchase request status, personnel qualifications including training and special certifications, environmental regulations and rules that may impact maintenance activities, and requests and project requirements from contract administration.	Existing
DOTD District 07 Traffic Operations	MCM Roadway Maintenance	MCM Roadway Maintenance' provides overall management and support for routine maintenance on a roadway system or right-of-way. Services managed include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of non-ITS equipment on the roadway (e.g., signs, gantries, cabinets, guard rails, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling routine maintenance activities. See also MCM Field Equipment Maintenance for maintenance of ITS field equipment.	The center shall provide emergency management and traffic management centers with information about scheduled maintenance and construction work activities including anticipated closures and impact to the roadway, alternate routes, anticipated delays, closure times, and durations.	Existing
DOTD District 07 Traffic Operations	MCM Work Zone Management	MCM Work Zone Management' remotely monitors and supports work zone activities, controlling traffic through dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers, and informing other groups of activity (e.g., traveler information, traffic management, other maintenance and construction centers) for better coordination management. Work zone speeds, and delays, and closures are provided to the motorist prior to the work zones. This application provides control of field equipment in all maintenance areas, including fixed and portable field equipment supporting both stationary and mobile work zones.	The center shall collect real-time information on the state of the road network including current traffic and road conditions to support work zone scheduling and management.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Operations	MCM Work Zone Management	MCM Work Zone Management' remotely monitors and supports work zone activities, controlling traffic through dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers, and informing other groups of activity (e.g., traveler information, traffic management, other maintenance and construction centers) for better coordination management. Work zone speeds, and delays, and closures are provided to the motorist prior to the work zones. This application provides control of field equipment in all maintenance areas, including fixed and portable field equipment supporting both stationary and mobile work zones.	The center shall generate new work zone activity schedules for use by maintenance and construction vehicles, maintenance and construction operators, and for information coordination purposes.	Existing
DOTD District 07 Traffic Operations	MCM Work Zone Management	MCM Work Zone Management' remotely monitors and supports work zone activities, controlling traffic through dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers, and informing other groups of activity (e.g., traveler information, traffic management, other maintenance and construction centers) for better coordination management. Work zone speeds, and delays, and closures are provided to the motorist prior to the work zones. This application provides control of field equipment in all maintenance areas, including fixed and portable field equipment supporting both stationary and mobile work zones.	The center shall control traffic in work zones by providing remote control of dynamic message signs, highway advisory radio systems, gates, and barriers located in or near the work zone.	Existing
DOTD District 07 Traffic Operations	MCM Work Zone Management	MCM Work Zone Management' remotely monitors and supports work zone activities, controlling traffic through dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers, and informing other groups of activity (e.g., traveler information, traffic management, other maintenance and construction centers) for better coordination management. Work zone speeds, and delays, and closures are provided to the motorist prior to the work zones. This application provides control of field equipment in all maintenance areas, including fixed and portable field equipment supporting both stationary and mobile work zones.	The center shall disseminate work zone information to other agencies and centers including traffic, transit, emergency management centers, other maintenance centers, traveler information centers, and the media.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Operations	MCM Work Zone Management	MCM Work Zone Management' remotely monitors and supports work zone activities, controlling traffic through dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers, and informing other groups of activity (e.g., traveler information, traffic management, other maintenance and construction centers) for better coordination management. Work zone speeds, and delays, and closures are provided to the motorist prior to the work zones. This application provides control of field equipment in all maintenance areas, including fixed and portable field equipment supporting both stationary and mobile work zones.	The center shall exchange information with administrative systems to support the planning and scheduling of work zone activities. This information includes: equipment and consumables resupply purchase request status, personnel qualifications including training and special certifications, environmental regulations and rules that may impact maintenance activities, and requests and project requirements from contract administration.	Existing
DOTD District 07 Traffic Operations	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
DOTD District 07 Traffic Operations	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.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Operations	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.	Existing
DOTD District 07 Traffic Operations	TMC Basic Surveillance	TMC Basic Surveillance' remotely monitors and controls traffic sensor systems and surveillance (e.g., CCTV) equipment, and collects, processes and stores the collected traffic data. Current traffic information and other real-time transportation information is also collected from other centers. The collected information is provided to traffic operations personnel and made available to other centers.	The center shall respond to control data from center personnel regarding sensor and surveillance data collection, analysis, storage, and distribution.	Existing
DOTD District 07 Traffic Operations	TMC Basic Surveillance	TMC Basic Surveillance' remotely monitors and controls traffic sensor systems and surveillance (e.g., CCTV) equipment, and collects, processes and stores the collected traffic data. Current traffic information and other real-time transportation information is also collected from other centers. The collected information is provided to traffic operations personnel and made available to other centers.	The center shall distribute road network conditions data (raw or processed) based on collected and analyzed traffic sensor and surveillance data to other centers.	Existing
DOTD District 07 Traffic Operations	TMC Basic Surveillance	TMC Basic Surveillance' remotely monitors and controls traffic sensor systems and surveillance (e.g., CCTV) equipment, and collects, processes and stores the collected traffic data. Current traffic information and other real-time transportation information is also collected from other centers. The collected information is provided to traffic operations personnel and made available to other centers.	The center shall 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

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Operations	TMC Basic Surveillance	TMC Basic Surveillance' remotely monitors and controls traffic sensor systems and surveillance (e.g., CCTV) equipment, and collects, processes and stores the collected traffic data. Current traffic information and other real-time transportation information is also collected from other centers. The collected information is provided to traffic operations personnel and made available to other centers.	The center shall monitor, analyze, and store traffic sensor data (speed, volume, occupancy) collected from field elements under remote control of the center.	Existing
DOTD District 07 Traffic Operations	TMC Data Collection	TMC Data Collection' collects and stores information that is created in the course of traffic operations performed by the Traffic Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.		
DOTD District 07 Traffic Operations	TMC Evacuation Support	TMC Evacuation Support' supports development, coordination, and execution of special traffic management strategies during evacuation and subsequent reentry of a population in the vicinity of a disaster or major emergency. A traffic management strategy is developed based on anticipated demand, the capacity of the road network including access to and from the evacuation routes, and existing and forecast conditions. The strategy supports efficient evacuation and also protects and optimizes movement of response vehicles and other resources that are responding to the emergency.	The center shall support requests from emergency management centers to preempt the current traffic control strategy, activate traffic control and closure systems such as gates and barriers, activate safeguard systems, or use driver information systems to support evacuation traffic control plans.	Existing
DOTD District 07 Traffic Operations	TMC Evacuation Support	TMC Evacuation Support' supports development, coordination, and execution of special traffic management strategies during evacuation and subsequent reentry of a population in the vicinity of a disaster or major emergency. A traffic management strategy is developed based on anticipated demand, the capacity of the road network including access to and from the evacuation routes, and existing and forecast conditions. The strategy supports efficient evacuation and also protects and optimizes movement of response vehicles and other resources that are responding to the emergency.	The center shall coordinate evacuation information and controls with other traffic management centers.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Operations	TMC Evacuation Support	TMC Evacuation Support' supports development, coordination, and execution of special traffic management strategies during evacuation and subsequent reentry of a population in the vicinity of a disaster or major emergency. A traffic management strategy is developed based on anticipated demand, the capacity of the road network including access to and from the evacuation routes, and existing and forecast conditions. The strategy supports efficient evacuation and also protects and optimizes movement of response vehicles and other resources that are responding to the emergency.	The center shall coordinate execution of evacuation strategies with emergency management centers - including activities such as setting closures and detours, establishing routes, updating areas to be evacuated, timing the process, etc.	Existing
DOTD District 07 Traffic Operations	TMC Evacuation Support	TMC Evacuation Support' supports development, coordination, and execution of special traffic management strategies during evacuation and subsequent reentry of a population in the vicinity of a disaster or major emergency. A traffic management strategy is developed based on anticipated demand, the capacity of the road network including access to and from the evacuation routes, and existing and forecast conditions. The strategy supports efficient evacuation and also protects and optimizes movement of response vehicles and other resources that are responding to the emergency.	The center shall coordinate planning for evacuation with emergency management centers - including pre-planning activities such as establishing routes, areas to be evacuated, timing, etc.	Existing
DOTD District 07 Traffic Operations	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of ITS field equipment may be monitored including sensors (traffic, infrastructure, environmental, security, speed, etc.) and devices (highway advisory radio, dynamic message signs, automated roadway treatment systems, barrier and safeguard systems, cameras, traffic signals and override equipment, ramp meters, beacons, security surveillance equipment, etc.).	The center shall exchange data with maintenance centers concerning the reporting of faulty equipment and the schedule/status of their repair. Information exchanged includes details of new equipment faults, and clearances when the faults are cleared.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Operations	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of ITS field equipment may be monitored including sensors (traffic, infrastructure, environmental, security, speed, etc.) and devices (highway advisory radio, dynamic message signs, automated roadway treatment systems, barrier and safeguard systems, cameras, traffic signals and override equipment, ramp meters, beacons, security surveillance equipment, etc.).	The center shall collect and store sensor (traffic, pedestrian, multimodal crossing) operational status.	Existing
DOTD District 07 Traffic Operations	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of ITS field equipment may be monitored including sensors (traffic, infrastructure, environmental, security, speed, etc.) and devices (highway advisory radio, dynamic message signs, automated roadway treatment systems, barrier and safeguard systems, cameras, traffic signals and override equipment, ramp meters, beacons, security surveillance equipment, etc.).	The center shall collect and store sensor (traffic, pedestrian, multimodal crossing) fault data and send to the maintenance center for repair.	Existing
DOTD District 07 Traffic Operations	TMC Signal Control	TMC Signal Control' provides the capability for traffic managers to monitor and manage the traffic flow at signalized intersections. This capability includes analyzing and reducing the collected data from traffic surveillance equipment and developing and implementing control plans for signalized intersections. Control plans may be developed and implemented that coordinate signals at many intersections under the domain of a single Traffic Management Center and are responsive to traffic conditions and adapt to support incidents, preemption and priority requests, pedestrian crossing calls, etc.	The center shall implement control plans to coordinate signalized intersections based on data from sensors.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Operations	TMC Signal Control	TMC Signal Control' provides the capability for traffic managers to monitor and manage the traffic flow at signalized intersections. This capability includes analyzing and reducing the collected data from traffic surveillance equipment and developing and implementing control plans for signalized intersections. Control plans may be developed and implemented that coordinate signals at many intersections under the domain of a single Traffic Management Center and are responsive to traffic conditions and adapt to support incidents, preemption and priority requests, pedestrian crossing calls, etc.	The center shall manage (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
DOTD District 07 Traffic Operations	TMC Signal Control	TMC Signal Control' provides the capability for traffic managers to monitor and manage the traffic flow at signalized intersections. This capability includes analyzing and reducing the collected data from traffic surveillance equipment and developing and implementing control plans for signalized intersections. Control plans may be developed and implemented that coordinate signals at many intersections under the domain of a single Traffic Management Center and are responsive to traffic conditions and adapt to support incidents, preemption and priority requests, pedestrian crossing calls, etc.	The center shall remotely control traffic signal controllers.	Existing
DOTD District 07 Traffic Operations	TMC Signal Control	TMC Signal Control' provides the capability for traffic managers to monitor and manage the traffic flow at signalized intersections. This capability includes analyzing and reducing the collected data from traffic surveillance equipment and developing and implementing control plans for signalized intersections. Control plans may be developed and implemented that coordinate signals at many intersections under the domain of a single Traffic Management Center and are responsive to traffic conditions and adapt to support incidents, preemption and priority requests, pedestrian crossing calls, etc.	The center shall accept notifications of pedestrian calls.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Operations	TMC Signal Control	TMC Signal Control' provides the capability for traffic managers to monitor and manage the traffic flow at signalized intersections. This capability includes analyzing and reducing the collected data from traffic surveillance equipment and developing and implementing control plans for signalized intersections. Control plans may be developed and implemented that coordinate signals at many intersections under the domain of a single Traffic Management Center and are responsive to traffic conditions and adapt to support incidents, preemption and priority requests, pedestrian crossing calls, etc.	The center shall collect traffic signal controller fault data from the field.	Existing
DOTD District 07 Traffic Operations	TMC Signal Control	TMC Signal Control' provides the capability for traffic managers to monitor and manage the traffic flow at signalized intersections. This capability includes analyzing and reducing the collected data from traffic surveillance equipment and developing and implementing control plans for signalized intersections. Control plans may be developed and implemented that coordinate signals at many intersections under the domain of a single Traffic Management Center and are responsive to traffic conditions and adapt to support incidents, preemption and priority requests, pedestrian crossing calls, etc.	The center shall maintain traffic signal coordination including synchronizing clocks throughout the system.	Existing
DOTD District 07 Traffic Operations	TMC Signal Control	TMC Signal Control' provides the capability for traffic managers to monitor and manage the traffic flow at signalized intersections. This capability includes analyzing and reducing the collected data from traffic surveillance equipment and developing and implementing control plans for signalized intersections. Control plans may be developed and implemented that coordinate signals at many intersections under the domain of a single Traffic Management Center and are responsive to traffic conditions and adapt to support incidents, preemption and priority requests, pedestrian crossing calls, etc.	The center shall collect traffic signal controller operational status and compare against the control information sent by the center.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Operations	TMC Signal Control	TMC Signal Control' provides the capability for traffic managers to monitor and manage the traffic flow at signalized intersections. This capability includes analyzing and reducing the collected data from traffic surveillance equipment and developing and implementing control plans for signalized intersections. Control plans may be developed and implemented that coordinate signals at many intersections under the domain of a single Traffic Management Center and are responsive to traffic conditions and adapt to support incidents, preemption and priority requests, pedestrian crossing calls, etc.	The center shall manage boundaries of the control sections used within the signal system.	Existing
DOTD District 07 Traffic Operations	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.		
DOTD District 07 Traffic Operations	TMC Work Zone Traffic Management	TMC Work Zone Traffic Management' coordinates work plans with maintenance systems so that work zones are established that have minimum traffic impact. Traffic control strategies are implemented to further mitigate traffic impacts associated with work zones that are established, providing work zone information to driver information systems such as dynamic message signs.	The center shall receive proposed maintenance and construction work plans, analyze the activity as a possible traffic incident, and provide work plan feedback to the sending center.	Existing
DOTD District 07 Traffic Operations	TMC Work Zone Traffic Management	TMC Work Zone Traffic Management' coordinates work plans with maintenance systems so that work zones are established that have minimum traffic impact. Traffic control strategies are implemented to further mitigate traffic impacts associated with work zones that are established, providing work zone information to driver information systems such as dynamic message signs.	The center shall collect fault data for the driver information systems equipment in work zones for repair.	Existing
DOTD District 07 Traffic Operations	TMC Work Zone Traffic Management	TMC Work Zone Traffic Management' coordinates work plans with maintenance systems so that work zones are established that have minimum traffic impact. Traffic control strategies are implemented to further mitigate traffic impacts associated with work zones that are established, providing work zone information to driver information systems such as dynamic message signs.	The center shall collect operational status for the driver information systems equipment in work zones.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Signal System	Roadway Basic Surveillance	Roadway Basic Surveillance' monitors traffic conditions using fixed equipment such as loop detectors and CCTV cameras.	The field element shall collect, process, digitize, and send traffic sensor data (speed, volume, and occupancy) to the center for further analysis and storage, under center control.	Planned
DOTD District 07 Traffic Signal System	Roadway Basic Surveillance	Roadway Basic Surveillance' monitors traffic conditions using fixed equipment such as loop detectors and CCTV cameras.	The field element shall return sensor and CCTV system operational status to the controlling center.	Planned
DOTD District 07 Traffic Signal System	Roadway Basic Surveillance	Roadway Basic Surveillance' monitors traffic conditions using fixed equipment such as loop detectors and CCTV cameras.	The field element shall return sensor and CCTV system fault data to the controlling center for repair.	Planned
DOTD District 07 Traffic Signal System	Roadway Basic Surveillance	Roadway Basic Surveillance' monitors traffic conditions using fixed equipment such as loop detectors and CCTV cameras.	The field element shall collect, process, and send traffic images to the center for further analysis and distribution.	Planned
DOTD District 07 Traffic Signal System	Roadway Field Device Support	Roadway Field Device Support' monitors the operational status of field devices and detects and reports fault conditions. Consolidated operational status (device status, configuration, and fault information) are reported for resolution and repair. A local interface is provided to field personnel for local monitoring and diagnostics, supporting field maintenance, upgrade, repair, and replacement of field devices.		
DOTD District 07 Traffic Signal System	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 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.		

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Signal System	Roadway Signal Control	Roadway Signal Control' includes the field elements that monitor and control signalized intersections. It includes the traffic signal controllers, detectors, conflict monitors, signal heads, and other ancillary equipment that supports traffic signal control. It also includes field masters, and equipment that supports communications with a central monitoring and/or control system, as applicable. The communications link supports upload and download of signal timings and other parameters and reporting of current intersection status. It represents the field equipment used in all levels of traffic signal control from basic actuated systems that operate on fixed timing plans through adaptive systems. It also supports all signalized intersection configurations, including those that accommodate pedestrians. In advanced, future implementations, environmental data may be monitored and used to support dilemma zone processing and other aspects of signal control that are sensitive to local environmental conditions.	The field element shall return traffic signal controller fault data to the center.	Planned
DOTD District 07 Traffic Signal System	Roadway Signal Control	Roadway Signal Control' includes the field elements that monitor and control signalized intersections. It includes the traffic signal controllers, detectors, conflict monitors, signal heads, and other ancillary equipment that supports traffic signal control. It also includes field masters, and equipment that supports communications with a central monitoring and/or control system, as applicable. The communications link supports upload and download of signal timings and other parameters and reporting of current intersection status. It represents the field equipment used in all levels of traffic signal control from basic actuated systems that operate on fixed timing plans through adaptive systems. It also supports all signalized intersection configurations, including those that accommodate pedestrians. In advanced, future implementations, environmental data may be monitored and used to support dilemma zone processing and other aspects of signal control that are sensitive to local environmental conditions.	The field element shall report the current signal control information to the center.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Signal System	Roadway Signal Control	Roadway Signal Control' includes the field elements that monitor and control signalized intersections. It includes the traffic signal controllers, detectors, conflict monitors, signal heads, and other ancillary equipment that supports traffic signal control. It also includes field masters, and equipment that supports communications with a central monitoring and/or control system, as applicable. The communications link supports upload and download of signal timings and other parameters and reporting of current intersection status. It represents the field equipment used in all levels of traffic signal control from basic actuated systems that operate on fixed timing plans through adaptive systems. It also supports all signalized intersection configurations, including those that accommodate pedestrians. In advanced, future implementations, environmental data may be monitored and used to support dilemma zone processing and other aspects of signal control that are sensitive to local environmental conditions.	The field element shall control traffic signals under center control.	Planned
DOTD District 07 Traffic Signal System	Roadway Signal Control	Roadway Signal Control' includes the field elements that monitor and control signalized intersections. It includes the traffic signal controllers, detectors, conflict monitors, signal heads, and other ancillary equipment that supports traffic signal control. It also includes field masters, and equipment that supports communications with a central monitoring and/or control system, as applicable. The communications link supports upload and download of signal timings and other parameters and reporting of current intersection status. It represents the field equipment used in all levels of traffic signal control from basic actuated systems that operate on fixed timing plans through adaptive systems. It also supports all signalized intersection configurations, including those that accommodate pedestrians. In advanced, future implementations, environmental data may be monitored and used to support dilemma zone processing and other aspects of signal control that are sensitive to local environmental conditions.	The field element shall return traffic signal controller operational status to the center.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD District 07 Traffic Signal System	Roadway Signal Control	Roadway Signal Control' includes the field elements that monitor and control signalized intersections. It includes the traffic signal controllers, detectors, conflict monitors, signal heads, and other ancillary equipment that supports traffic signal control. It also includes field masters, and equipment that supports communications with a central monitoring and/or control system, as applicable. The communications link supports upload and download of signal timings and other parameters and reporting of current intersection status. It represents the field equipment used in all levels of traffic signal control from basic actuated systems that operate on fixed timing plans through adaptive systems. It also supports all signalized intersection configurations, including those that accommodate pedestrians. In advanced, future implementations, environmental data may be monitored and used to support dilemma zone processing and other aspects of signal control that are sensitive to local environmental conditions.	The field element shall report current preemption status to the center.	Planned
DOTD District 07 Traffic Signal System	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.		
DOTD District 07 Traffic Signal System	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.		

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD EV Management	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 mangement.	Planned
DOTD EV Management	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
DOTD ITS Field Equipment	Roadway Basic Surveillance	Roadway Basic Surveillance' monitors traffic conditions using fixed equipment such as loop detectors and CCTV cameras.	The field element shall collect, process, digitize, and send traffic sensor data (speed, volume, and occupancy) to the center for further analysis and storage, under center control.	Planned
DOTD ITS Field Equipment	Roadway Basic Surveillance	Roadway Basic Surveillance' monitors traffic conditions using fixed equipment such as loop detectors and CCTV cameras.	The field element shall return sensor and CCTV system operational status to the controlling center.	Planned
DOTD ITS Field Equipment	Roadway Basic Surveillance	Roadway Basic Surveillance' monitors traffic conditions using fixed equipment such as loop detectors and CCTV cameras.	The field element shall return sensor and CCTV system fault data to the controlling center for repair.	Planned
DOTD ITS Field Equipment	Roadway Basic Surveillance	Roadway Basic Surveillance' monitors traffic conditions using fixed equipment such as loop detectors and CCTV cameras.	The field element shall collect, process, and send traffic images to the center for further analysis and distribution.	Planned
DOTD ITS Field Equipment	Roadway Data Collection	Roadway Data Collection' collects traffic, road, and environmental conditions information for use in transportation planning, research, and other off-line applications where data quality and completeness take precedence over real-time performance. It includes the sensors, supporting roadside infrastructure, and communications equipment that collects and transfers information to a center for archival.	The field element shall collect sensor status and sensor faults from roadside equipment and send it along with the recorded data to a center for archival.	Planned
DOTD ITS Field Equipment	Roadway Data Collection	Roadway Data Collection' collects traffic, road, and environmental conditions information for use in transportation planning, research, and other off-line applications where data quality and completeness take precedence over real-time performance. It includes the sensors, supporting roadside infrastructure, and communications equipment that collects and transfers information to a center for archival.	The field element shall include the sensors and supporting roadside devices that sense, collect, and send traffic, road, and environmental conditions information to a center for archival.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD ITS Field Equipment	Roadway Data Collection	Roadway Data Collection' collects traffic, road, and environmental conditions information for use in transportation planning, research, and other off-line applications where data quality and completeness take precedence over real-time performance. It includes the sensors, supporting roadside infrastructure, and communications equipment that collects and transfers information to a center for archival.	The field element shall collect traffic, road, and environmental conditions information.	Planned
DOTD ITS Field Equipment	Roadway Field Device Support	Roadway Field Device Support' monitors the operational status of field devices and detects and reports fault conditions. Consolidated operational status (device status, configuration, and fault information) are reported for resolution and repair. A local interface is provided to field personnel for local monitoring and diagnostics, supporting field maintenance, upgrade, repair, and replacement of field devices.		
DOTD ITS Field Equipment	Roadway Incident Detection	Roadway Incident Detection' provides incident detection using traffic detectors and surveillance equipment. It monitors for unusual traffic conditions that may indicate an incident or processes surveillance images, watching for potential incidents. It provides potential incident information as well as traffic flow and images to the center for processing and presentation to traffic operations personnel.	The field element shall collect, process, and send traffic images to the center for incident detection and further analysis.	Planned
DOTD ITS Field Equipment	Roadway Incident Detection	Roadway Incident Detection' provides incident detection using traffic detectors and surveillance equipment. It monitors for unusual traffic conditions that may indicate an incident or processes surveillance images, watching for potential incidents. It provides potential incident information as well as traffic flow and images to the center for processing and presentation to traffic operations personnel.	The field element's video devices shall be remotely controlled by a traffic management center.	Planned
DOTD ITS Field Equipment	Roadway Incident Detection	Roadway Incident Detection' provides incident detection using traffic detectors and surveillance equipment. It monitors for unusual traffic conditions that may indicate an incident or processes surveillance images, watching for potential incidents. It provides potential incident information as well as traffic flow and images to the center for processing and presentation to traffic operations personnel.	The field element shall provide operational status and fault data for the incident detection devices to the traffic management center.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD ITS Field Equipment	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 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.		
DOTD ITS Field Equipment	Roadway Traffic Information Dissemination	Roadway Traffic Information Dissemination' includes field elements that provide information to drivers, including dynamic message signs and highway advisory radios.	The field element shall provide fault data for the driver information systems equipment (DMS, HAR, etc.) to the center for repair.	Planned
DOTD ITS Field Equipment	Roadway Traffic Information Dissemination	Roadway Traffic Information Dissemination' includes field elements that provide information to drivers, including dynamic message signs and highway advisory radios.	The field element shall provide operational status for the driver information systems equipment (DMS, HAR, etc.) to the center.	Planned
DOTD ITS Field Equipment	Roadway Traffic Information Dissemination	Roadway Traffic Information Dissemination' includes field elements that provide information to drivers, including dynamic message signs and highway advisory radios.	The field element shall include driver information systems that communicate directly from a center to the vehicle radio (such as Highway Advisory Radios) for dissemination of traffic and other information to drivers, under center control.	Planned
DOTD ITS Field Equipment	Roadway Traffic Information Dissemination	Roadway Traffic Information Dissemination' includes field elements that provide information to drivers, including dynamic message signs and highway advisory radios.	The field element shall include dynamic message signs for dissemination of traffic and other information to drivers, under center control; the DMS may be either those that display variable text messages, or those that have fixed format display(s) (e.g. vehicle restrictions, or lane open/close).	Planned
DOTD ITS Field Equipment	Roadway Work Zone Traffic Control	Roadway Work Zone Traffic Control' controls traffic in areas of the roadway where maintenance and construction activities are underway, monitoring and controlling traffic using field equipment such as CCTV cameras, dynamic messages signs, and gates/barriers. Work zone speeds and delays are provided to the motorist prior to the work zones.	Under the control of field personnel within maintenance vehicles, the field element shall include driver information systems (such as dynamic messages signs and highway advisory radios) that advise drivers of activity around a work zone through which they are currently passing.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD ITS Field Equipment	Roadway Work Zone Traffic Control	Roadway Work Zone Traffic Control' controls traffic in areas of the roadway where maintenance and construction activities are underway, monitoring and controlling traffic using field equipment such as CCTV cameras, dynamic messages signs, and gates/barriers. Work zone speeds and delays are provided to the motorist prior to the work zones.	The field element shall collect, process, and send work zone images to the center for further analysis and distribution, under center control.	Planned
DOTD ITS Field Equipment	Roadway Work Zone Traffic Control	Roadway Work Zone Traffic Control' controls traffic in areas of the roadway where maintenance and construction activities are underway, monitoring and controlling traffic using field equipment such as CCTV cameras, dynamic messages signs, and gates/barriers. Work zone speeds and delays are provided to the motorist prior to the work zones.	The field element shall provide fault data for the surveillance (e.g. CCTV), driver information systems, and gates/barriers in work zones to the maintenance center for repair.	Planned
DOTD ITS Field Equipment	Roadway Work Zone Traffic Control	Roadway Work Zone Traffic Control' controls traffic in areas of the roadway where maintenance and construction activities are underway, monitoring and controlling traffic using field equipment such as CCTV cameras, dynamic messages signs, and gates/barriers. Work zone speeds and delays are provided to the motorist prior to the work zones.	The field element shall provide operational status for the surveillance (e.g. CCTV), driver information systems, and gates/barriers in work zones to the maintenance center.	Planned
DOTD ITS Field Equipment	Roadway Work Zone Traffic Control	Roadway Work Zone Traffic Control' controls traffic in areas of the roadway where maintenance and construction activities are underway, monitoring and controlling traffic using field equipment such as CCTV cameras, dynamic messages signs, and gates/barriers. Work zone speeds and delays are provided to the motorist prior to the work zones.	Under traffic and maintenance center control, the field element shall include driver information systems (such as dynamic messages signs and highway advisory radios) that advise drivers of activity around the work zone through which they are currently passing.	Planned
DOTD ITS Field Equipment	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.		

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD ITS Section	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall assimilate the damage assessment of the transit, traffic, rail, maintenance, and other emergency center services and systems to create an overall transportation system status, and disseminate to each of these centers and the traveling public via traveler information providers.	Existing
DOTD ITS Section	MCM Roadway Maintenance	MCM Roadway Maintenance' provides overall management and support for routine maintenance on a roadway system or right-of-way. Services managed include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of non-ITS equipment on the roadway (e.g., signs, gantries, cabinets, guard rails, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling routine maintenance activities. See also MCM Field Equipment Maintenance for maintenance of ITS field equipment.	The center shall provide emergency management and traffic management centers with information about scheduled maintenance and construction work activities including anticipated closures and impact to the roadway, alternate routes, anticipated delays, closure times, and durations.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD ITS Section	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.	Existing
DOTD ITS Section	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
DOTD ITS Section	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD ITS Section	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
DOTD ITS Section	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of ITS field equipment may be monitored including sensors (traffic, infrastructure, environmental, security, speed, etc.) and devices (highway advisory radio, dynamic message signs, automated roadway treatment systems, barrier and safeguard systems, cameras, traffic signals and override equipment, ramp meters, beacons, security surveillance equipment, etc.).	The center shall exchange data with maintenance centers concerning the reporting of faulty equipment and the schedule/status of their repair. Information exchanged includes details of new equipment faults, and clearances when the faults are cleared.	Existing
DOTD ITS Section	TMC 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
DOTD ITS Section	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
DOTD ITS Section	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
DOTD ITS Section	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD MAP	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall exchange alert information and status with emergency management centers. The information includes notification of a major emergency such as a natural or man-made disaster, civil emergency, or child abduction for distribution to the public. The information may include the alert originator, the nature of the emergency, the geographic area affected by the emergency, the effective time period, and information and instructions necessary for the public to respond to the alert. This may also identify specific information that should not be released to the public.	Existing
DOTD MAP	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall provide road network conditions and traffic images to emergency management centers, maintenance and construction centers, and traveler information service providers.	Planned
DOTD MAP	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD MAP	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
DOTD MAP	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.	Planned
DOTD MAP	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD MAP	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
DOTD MAP	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
DOTD MAP	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
DOTD MAP	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
DOTD MAP	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
DOTD MAP	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.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Social Media	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall disseminate maintenance and construction information to travelers, including scheduled maintenance and construction work activities and work zone activities.	Existing
DOTD Social Media	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall disseminate weather information to travelers.	Existing
DOTD Social Media	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall provide the capability for a system operator to control the type and update frequency of broadcast traveler information.	Planned
DOTD Social Media	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall provide traffic and incident data to the media.	Planned
DOTD Social Media	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall disseminate event information to travelers.	Existing
DOTD Social Media	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall disseminate traffic and highway condition information to travelers, including incident information, detours and road closures, event information, recommended routes, and current speeds on specific routes.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	Archive Government Reporting	Archive Government Reporting' selects and formats data residing in an ITS archive to facilitate local, state, and federal government data reporting requirements. It provides transportation system statistics and performance measures in required formats to support investment and policy decisions.	The center shall respond to requests for government report data.	Existing
DOTD Statewide TMC	Archive Government Reporting	Archive Government Reporting' selects and formats data residing in an ITS archive to facilitate local, state, and federal government data reporting requirements. It provides transportation system statistics and performance measures in required formats to support investment and policy decisions.	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
DOTD Statewide TMC	Archive Government Reporting	Archive Government Reporting' selects and formats data residing in an ITS archive to facilitate local, state, and federal government data reporting requirements. It provides transportation system statistics and performance measures in required formats to support investment and policy decisions.	The center shall provide the capability to format data suitable for input into government reports.	Planned
DOTD Statewide TMC	Archive Government Reporting	Archive Government Reporting' selects and formats data residing in an ITS archive to facilitate local, state, and federal government data reporting requirements. It provides transportation system statistics and performance measures in required formats to support investment and policy decisions.	The center shall provide archive data to federal, state, and local government reporting systems.	Planned
DOTD Statewide TMC	Archive Situation Data Archival	Archive Situation Data Archival' collects and archives traffic, roadway, and environmental information for use in off-line planning, research, and analysis. It controls and collects information directly from equipment at the roadside, reflecting the deployment of traffic detectors that are used primarily for traffic monitoring and planning purposes, rather than for traffic management. It also collects situation data from connected vehicles. The data collected, quality checks performed, and aggregation strategies are defined to support transportation system performance monitoring and management.	The center shall collect data from roadside devices.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	Archive Situation Data Archival	Archive Situation Data Archival' collects and archives traffic, roadway, and environmental information for use in off-line planning, research, and analysis. It controls and collects information directly from equipment at the roadside, reflecting the deployment of traffic detectors that are used primarily for traffic monitoring and planning purposes, rather than for traffic management. It also collects situation data from connected vehicles. The data collected, quality checks performed, and aggregation strategies are defined to support transportation system performance monitoring and management.	The center shall respond to requests from the administrator interface function to manage field-sourced data collection.	Existing
DOTD Statewide TMC	Archive Situation Data Archival	Archive Situation Data Archival' collects and archives traffic, roadway, and environmental information for use in off-line planning, research, and analysis. It controls and collects information directly from equipment at the roadside, reflecting the deployment of traffic detectors that are used primarily for traffic monitoring and planning purposes, rather than for traffic management. It also collects situation data from connected vehicles. The data collected, quality checks performed, and aggregation strategies are defined to support transportation system performance monitoring and management.	The center shall provide the capability to execute methods on the incoming field data such as aggregation and statistical measures before the data is stored in the archive.	Existing
DOTD Statewide TMC	Archive Situation Data Archival	Archive Situation Data Archival' collects and archives traffic, roadway, and environmental information for use in off-line planning, research, and analysis. It controls and collects information directly from equipment at the roadside, reflecting the deployment of traffic detectors that are used primarily for traffic monitoring and planning purposes, rather than for traffic management. It also collects situation data from connected vehicles. The data collected, quality checks performed, and aggregation strategies are defined to support transportation system performance monitoring and management.	The center shall provide the capability to adjust the collection of field-sourced data based on the statistical measures.	Existing
DOTD Statewide TMC	Emergency Data Collection	Emergency Data Collection' collects and stores emergency information that is collected in the course of operations by the Emergency Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The center shall receive and respond to requests from ITS Archives for either a catalog of the emergency management data or for the data itself.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	Emergency Data Collection	Emergency Data Collection' collects and stores emergency information that is collected in the course of operations by the Emergency Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The emergency management center shall produce sample products of the data available.	Existing
DOTD Statewide TMC	Emergency Data Collection	Emergency Data Collection' collects and stores emergency information that is collected in the course of operations by the Emergency Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	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
DOTD Statewide TMC	Emergency Data Collection	Emergency Data Collection' collects and stores emergency information that is collected in the course of operations by the Emergency Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The center shall collect emergency service data, emergency vehicle management data, emergency vehicle data, sensor and surveillance data, threat data, and incident data.	Existing
DOTD Statewide TMC	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall broadcast wide-area alerts and advisories to commercial vehicle administration centers and roadside check facilities 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
DOTD Statewide TMC	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	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.	Planned
DOTD Statewide TMC	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	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.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall provide the capability to correlate alerts and advisories, incident information, and security sensor and surveillance data.	Existing
DOTD Statewide TMC	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall broadcast wide-area alerts and advisories to traffic management centers for emergency situations such as severe weather events, civil emergencies, child abduction (AMBER alert system), military activities, and other situations that pose a threat to life and property.	Existing
DOTD Statewide TMC	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	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.	Planned
DOTD Statewide TMC	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	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
DOTD Statewide TMC	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall coordinate the broadcast of wide-area alerts and advisories with other emergency management centers.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall receive incident information from other transportation management centers to support the early warning system.	Existing
DOTD Statewide TMC	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	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
DOTD Statewide TMC	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall support the entry of alert and advisory information directly from the emergency system operator.	Existing

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

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

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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	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.	Planned
DOTD Statewide TMC	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall assess the status of responding emergency vehicles as part of an incident command.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall provide tactical decision support, resource coordination, and communications integration for first responders to support local management of an incident.	Existing
DOTD Statewide TMC	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall provide incident command communications with public safety, emergency management, transportation, and other allied response agency centers.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall track and maintain resource information and action plans pertaining to the incident command.	Existing
DOTD Statewide TMC	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall 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

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic 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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic 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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall manage coordinated inter-agency responses to and recovery from large-scale emergencies. Such agencies include traffic management, transit, maintenance and construction management, rail operations, and other emergency management agencies.	Existing
DOTD Statewide TMC	MCM Data Collection	MCM Data Collection' collects and stores maintenance and construction information that is collected in the course of operations by the Maintenance and Construction Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The maintenance and construction management center shall produce sample products of the data available.	Planned
DOTD Statewide TMC	MCM Data Collection	MCM Data Collection' collects and stores maintenance and construction information that is collected in the course of operations by the Maintenance and Construction Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The center shall receive and respond to requests from ITS Archives for either a catalog of the maintenance and construction data or for the data itself.	Planned
DOTD Statewide TMC	MCM Data Collection	MCM Data Collection' collects and stores maintenance and construction information that is collected in the course of operations by the Maintenance and Construction Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The maintenance and construction management center shall assign quality control metrics and meta-data to be stored along with the data. Meta-data may include attributes that describe the source and quality of the data and the conditions surrounding the collection of the data.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	MCM Data Collection	MCM Data Collection' collects and stores maintenance and construction information that is collected in the course of operations by the Maintenance and Construction Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The center shall collect maintenance and construction data (such as field equipment status, infrastructure status, maintenance and construction activity data) gathered from roadway, traffic, and other maintenance and construction sources.	Existing
DOTD Statewide TMC	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
DOTD Statewide TMC	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 respond to requests from emergency management to provide maintenance and construction resources to implement response plans, assist in clean up, verify an incident, etc. This may also involve coordination with traffic management centers and other maintenance centers.	Existing
DOTD Statewide TMC	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 road network status assessment information with emergency management and traffic management 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
DOTD Statewide TMC	MCM Incident Management	MCM Incident Management' supports maintenance and construction participation in coordinated incident response. Incident notifications are shared, incident response resources are managed, and the overall incident situation and incident response status is coordinated among allied response organizations.	The maintenance center shall receive information indicating the damage sustained by transportation assets, derived from aerial surveillance, field reports, inspections, tests, and analyses to support incident management.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	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.	Existing
DOTD Statewide TMC	MCM Roadway Maintenance	MCM Roadway Maintenance' provides overall management and support for routine maintenance on a roadway system or right-of-way. Services managed include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of non-ITS equipment on the roadway (e.g., signs, gantries, cabinets, guard rails, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling routine maintenance activities. See also MCM Field Equipment Maintenance for maintenance of ITS field equipment.	The center shall collect current and forecast traffic and weather information from traffic management centers and weather service providers (such as the National Weather Service and value-added sector specific meteorological services).	Existing
DOTD Statewide TMC	MCM Roadway Maintenance	MCM Roadway Maintenance' provides overall management and support for routine maintenance on a roadway system or right-of-way. Services managed include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of non-ITS equipment on the roadway (e.g., signs, gantries, cabinets, guard rails, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling routine maintenance activities. See also MCM Field Equipment Maintenance for maintenance of ITS field equipment.	The center shall collect the status and fault data from roadside equipment, such as traffic, infrastructure, and environmental sensors, highway advisory radio and dynamic message signs, automated roadway treatment systems, barrier and safeguard systems, cameras, traffic signals and override equipment, ramp meters, short range communications equipment, security sensors and surveillance equipment, etc., and provide a cohesive view of equipment repair needs.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	MCM Roadway Maintenance	MCM Roadway Maintenance' provides overall management and support for routine maintenance on a roadway system or right-of-way. Services managed include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of non-ITS equipment on the roadway (e.g., signs, gantries, cabinets, guard rails, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling routine maintenance activities. See also MCM Field Equipment Maintenance for maintenance of ITS field equipment.	The center shall exchange information with administrative systems to support the planning and scheduling of maintenance activities. This information includes: equipment and consumables resupply purchase request status, personnel qualifications including training and special certifications, environmental regulations and rules that may impact maintenance activities, and requests and project requirements from contract administration.	Existing
DOTD Statewide TMC	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
DOTD Statewide TMC	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.		

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	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.	Existing
DOTD Statewide TMC	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.	Existing
DOTD Statewide TMC	TIC Emergency Traveler Information	TIC Emergency Traveler Information' provides emergency information to the public, including wide-area alerts and evacuation information. It provides emergency alerts, information on evacuation zones and evacuation requirements, evacuation destinations and shelter information, available transportation modes, and traffic and road conditions at the origin, destination, and along the evacuation routes. In addition to general evacuation information, personalized information including tailored evacuation routes, service information, and estimated travel times is also provided based on traveler specified origin, destination, and route parameters. Updated information is provided throughout the evacuation and subsequent reentry as status changes and plans are adapted.	The center shall disseminate emergency evacuation information to the traveler interface systems, including evacuation zones, shelter information, available transportation modes, road closures and detours, changes to transit services, and traffic and road conditions at the origin, destination, and along the evacuation routes.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	TIC Emergency Traveler Information	TIC Emergency Traveler Information' provides emergency information to the public, including wide-area alerts and evacuation information. It provides emergency alerts, information on evacuation zones and evacuation requirements, evacuation destinations and shelter information, available transportation modes, and traffic and road conditions at the origin, destination, and along the evacuation routes. In addition to general evacuation information, personalized information including tailored evacuation routes, service information, and estimated travel times is also provided based on traveler specified origin, destination, and route parameters. Updated information is provided throughout the evacuation and subsequent reentry as status changes and plans are adapted.	The center shall provide the capability for a system operator to control the type and update frequency of emergency and wide-area alert information distributed to travelers.	Existing
DOTD Statewide TMC	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 wide-area alert information to the traveler interface systems, including major emergencies such as a natural or man-made disaster, civil emergency, child abductions, severe weather watches and warnings, military activities, and law enforcement warnings.	Existing
DOTD Statewide TMC	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 evacuation information to shelter providers.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	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.	Existing
DOTD Statewide TMC	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.	Existing
DOTD Statewide TMC	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
DOTD Statewide TMC	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.	The center shall collect traffic probe data (speeds, travel times, etc.) from appropriately equipped vehicles and short range communications equipment.	Planned
DOTD Statewide TMC	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.	The center shall aggregate collected traffic probe data, calculate route segment travel times, route segment speeds, route usage, and road weather information for dissemination to other centers.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	TMC Basic Surveillance	TMC Basic Surveillance' remotely monitors and controls traffic sensor systems and surveillance (e.g., CCTV) equipment, and collects, processes and stores the collected traffic data. Current traffic information and other real-time transportation information is also collected from other centers. The collected information is provided to traffic operations personnel and made available to other centers.	The center shall respond to control data from center personnel regarding sensor and surveillance data collection, analysis, storage, and distribution.	Planned
DOTD Statewide TMC	TMC Basic Surveillance	TMC Basic Surveillance' remotely monitors and controls traffic sensor systems and surveillance (e.g., CCTV) equipment, and collects, processes and stores the collected traffic data. Current traffic information and other real-time transportation information is also collected from other centers. The collected information is provided to traffic operations personnel and made available to other centers.	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
DOTD Statewide TMC	TMC Basic Surveillance	TMC Basic Surveillance' remotely monitors and controls traffic sensor systems and surveillance (e.g., CCTV) equipment, and collects, processes and stores the collected traffic data. Current traffic information and other real-time transportation information is also collected from other centers. The collected information is provided to traffic operations personnel and made available to other centers.	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
DOTD Statewide TMC	TMC Basic Surveillance	TMC Basic Surveillance' remotely monitors and controls traffic sensor systems and surveillance (e.g., CCTV) equipment, and collects, processes and stores the collected traffic data. Current traffic information and other real-time transportation information is also collected from other centers. The collected information is provided to traffic operations personnel and made available to other centers.	The center shall monitor, analyze, and distribute traffic images from CCTV systems under remote control of the center.	Planned
DOTD Statewide TMC	TMC Basic Surveillance	TMC Basic Surveillance' remotely monitors and controls traffic sensor systems and surveillance (e.g., CCTV) equipment, and collects, processes and stores the collected traffic data. Current traffic information and other real-time transportation information is also collected from other centers. The collected information is provided to traffic operations personnel and made available to other centers.	The center shall monitor, analyze, and store traffic sensor data (speed, volume, occupancy) collected from field elements under remote control of the center.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	TMC Data Collection	TMC Data Collection' collects and stores information that is created in the course of traffic operations performed by the Traffic Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.		
DOTD Statewide TMC	TMC Evacuation Support	TMC Evacuation Support' supports development, coordination, and execution of special traffic management strategies during evacuation and subsequent reentry of a population in the vicinity of a disaster or major emergency. A traffic management strategy is developed based on anticipated demand, the capacity of the road network including access to and from the evacuation routes, and existing and forecast conditions. The strategy supports efficient evacuation and also protects and optimizes movement of response vehicles and other resources that are responding to the emergency.	The center shall coordinate planning for evacuation with emergency management centers - including pre-planning activities such as establishing routes, areas to be evacuated, timing, etc.	Existing
DOTD Statewide TMC	TMC Evacuation Support	TMC Evacuation Support' supports development, coordination, and execution of special traffic management strategies during evacuation and subsequent reentry of a population in the vicinity of a disaster or major emergency. A traffic management strategy is developed based on anticipated demand, the capacity of the road network including access to and from the evacuation routes, and existing and forecast conditions. The strategy supports efficient evacuation and also protects and optimizes movement of response vehicles and other resources that are responding to the emergency.	The center shall coordinate execution of evacuation strategies with emergency management centers - including activities such as setting closures and detours, establishing routes, updating areas to be evacuated, timing the process, etc.	Existing
DOTD Statewide TMC	TMC Incident Detection	TMC Incident Detection' identifies and reports incidents to Traffic Operations Personnel. It remotely monitors and controls traffic sensor and surveillance systems that support incident detection and verification. It analyzes and reduces the collected sensor and surveillance data, external alerting and advisory and incident reporting systems, anticipated demand information from intermodal freight depots, border crossings, special event information, and identifies and reports incidents and hazardous conditions	The center shall collect and store traffic flow and image data from the field equipment to detect and verify incidents.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	TMC Incident Detection	TMC Incident Detection' identifies and reports incidents to Traffic Operations Personnel. It remotely monitors and controls traffic sensor and surveillance systems that support incident detection and verification. It analyzes and reduces the collected sensor and surveillance data, external alerting and advisory and incident reporting systems, anticipated demand information from intermodal freight depots, border crossings, special event information, and identifies and reports incidents and hazardous conditions	The center shall provide video and traffic sensor control commands to the field equipment to detect and verify incidents.	Planned
DOTD Statewide TMC	TMC Incident Detection	TMC Incident Detection' identifies and reports incidents to Traffic Operations Personnel. It remotely monitors and controls traffic sensor and surveillance systems that support incident detection and verification. It analyzes and reduces the collected sensor and surveillance data, external alerting and advisory and incident reporting systems, anticipated demand information from intermodal freight depots, border crossings, special event information, and identifies and reports incidents and hazardous conditions	The center shall provide road network conditions and traffic images to emergency management centers to support the detection, verification, and classification of incidents.	Existing
DOTD Statewide TMC	TMC Incident Detection	TMC Incident Detection' identifies and reports incidents to Traffic Operations Personnel. It remotely monitors and controls traffic sensor and surveillance systems that support incident detection and verification. It analyzes and reduces the collected sensor and surveillance data, external alerting and advisory and incident reporting systems, anticipated demand information from intermodal freight depots, border crossings, special event information, and identifies and reports incidents and hazardous conditions	The center shall receive inputs concerning upcoming events that would effect the traffic network from event promoters and traveler information service providers.	Existing
DOTD Statewide TMC	TMC Incident Detection	TMC Incident Detection' identifies and reports incidents to Traffic Operations Personnel. It remotely monitors and controls traffic sensor and surveillance systems that support incident detection and verification. It analyzes and reduces the collected sensor and surveillance data, external alerting and advisory and incident reporting systems, anticipated demand information from intermodal freight depots, border crossings, special event information, and identifies and reports incidents and hazardous conditions	The center shall exchange incident and threat information with emergency management centers as well as maintenance and construction centers; including notification of existence of incident and expected severity, location, time and nature of incident.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall coordinate planning for incidents with emergency management centers - including pre-planning activities for disaster response, evacuation, and recovery operations.	Existing
DOTD Statewide TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall exchange alert information and status with emergency management centers. The information includes notification of a major emergency such as a natural or man-made disaster, civil emergency, or child abduction for distribution to the public. The information may include the alert originator, the nature of the emergency, the geographic area affected by the emergency, the effective time period, and information and instructions necessary for the public to respond to the alert. This may also identify specific information that should not be released to the public.	Existing
DOTD Statewide TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall exchange incident information with emergency management centers, maintenance and construction centers, transit centers, information service providers, and the media including description, location, traffic impact, status, expected duration, and response information.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall share resources with allied agency centers to implement special traffic control measures, assist in clean up, verify an incident, etc. This may also involve coordination with maintenance centers.	Existing
DOTD Statewide TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall receive inputs concerning upcoming events that would effect the traffic network from event promoters, traveler information service providers, media, border crossings, and rail operations centers.	Existing
DOTD Statewide TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall receive inputs from emergency management and transit management centers to develop an overall status of the transportation system including emergency transit schedules in effect and current status and condition of the transportation infrastructure.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall monitor incident response performance and calculate incident response and clearance times.	Planned
DOTD Statewide TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall coordinate information and controls with other traffic management centers.	Planned
DOTD Statewide TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall exchange 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

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall provide road network conditions and traffic images to emergency management centers, maintenance and construction centers, and traveler information service providers.	Planned
DOTD Statewide TMC	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.		
DOTD Statewide TMC	TMC Regional Traffic Management	TMC Regional Traffic Management' supports coordination between Traffic Management Centers in order to share traffic information between centers as well as control of traffic management field equipment. This coordination supports wide area optimization and regional coordination that spans jurisdictional boundaries; for example, coordinated signal control in a metropolitan area or coordination between freeway operations and arterial signal control within a corridor.	The center shall exchange traffic control information with other traffic management centers to support remote monitoring and control of traffic management devices (e.g. signs, sensors, signals, cameras, etc.).	Existing
DOTD Statewide TMC	TMC Regional Traffic Management	TMC Regional Traffic Management' supports coordination between Traffic Management Centers in order to share traffic information between centers as well as control of traffic management field equipment. This coordination supports wide area optimization and regional coordination that spans jurisdictional boundaries; for example, coordinated signal control in a metropolitan area or coordination between freeway operations and arterial signal control within a corridor.	The center shall exchange traffic information with other traffic management centers including incident information, congestion data, traffic data, signal timing plans, and real-time signal control information.	Existing

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of 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
DOTD Statewide TMC	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of 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 Statewide TMC	TMC Signal Control	TMC Signal Control' provides the capability for traffic managers to monitor and manage the traffic flow at signalized intersections. This capability includes analyzing and reducing the collected data from traffic surveillance equipment and developing and implementing control plans for signalized intersections. Control plans may be developed and implemented that coordinate signals at many intersections under the domain of a single Traffic Management Center and are responsive to traffic conditions and adapt to support incidents, preemption and priority requests, pedestrian crossing calls, etc.	The center shall remotely control traffic signal controllers.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	TMC Signal Control	TMC Signal Control' provides the capability for traffic managers to monitor and manage the traffic flow at signalized intersections. This capability includes analyzing and reducing the collected data from traffic surveillance equipment and developing and implementing control plans for signalized intersections. Control plans may be developed and implemented that coordinate signals at many intersections under the domain of a single Traffic Management Center and are responsive to traffic conditions and adapt to support incidents, preemption and priority requests, pedestrian crossing calls, etc.	The center shall manage (define, store and modify) control plans to coordinate signalized intersections, to be engaged at the direction of center personnel or according to a daily schedule.	Planned
DOTD Statewide TMC	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.	The center shall collect fault data for the roadside probe data collection equipment for repair.	Planned
DOTD Statewide TMC	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.	The center shall collect operational status for the roadside probe data collection equipment.	Planned
DOTD Statewide TMC	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.	The center shall collect traffic data from traveler information centers based on data from their subscriber vehicles; the data may be aggregated and initial link time calculations performed at the sending center.	Planned
DOTD Statewide TMC	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.	The center shall collect traffic probe data from vehicles via roadside field equipment.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	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.		
DOTD Statewide TMC	TMC Traffic Information Dissemination	TMC Traffic Information Dissemination' disseminates traffic and road conditions, closure and detour information, incident information, driver advisories, and other traffic-related data to other centers, the media, and driver information systems. It monitors and controls driver information system field equipment including dynamic message signs and highway advisory radio, managing dissemination of driver information through these systems.	The center shall remotely control dynamic messages signs for dissemination of traffic and other information to drivers.	Planned
DOTD Statewide TMC	TMC Traffic Information Dissemination	TMC Traffic Information Dissemination' disseminates traffic and road conditions, closure and detour information, incident information, driver advisories, and other traffic-related data to other centers, the media, and driver information systems. It monitors and controls driver information system field equipment including dynamic message signs and highway advisory radio, managing dissemination of driver information through these systems.	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
DOTD Statewide TMC	TMC Traffic Information Dissemination	TMC Traffic Information Dissemination' disseminates traffic and road conditions, closure and detour information, incident information, driver advisories, and other traffic-related data to other centers, the media, and driver information systems. It monitors and controls driver information system field equipment including dynamic message signs and highway advisory radio, managing dissemination of driver information through these systems.	The center shall distribute traffic data to maintenance and construction centers, transit centers, emergency management centers, parking facilities, and traveler information providers.	Planned
DOTD Statewide TMC	TMC Traffic Information Dissemination	TMC Traffic Information Dissemination' disseminates traffic and road conditions, closure and detour information, incident information, driver advisories, and other traffic-related data to other centers, the media, and driver information systems. It monitors and controls driver information system field equipment including dynamic message signs and highway advisory radio, managing dissemination of driver information through these systems.	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	TMC Traffic Information Dissemination	TMC Traffic Information Dissemination' disseminates traffic and road conditions, closure and detour information, incident information, driver advisories, and other traffic-related data to other centers, the media, and driver information systems. It monitors and controls driver information system field equipment including dynamic message signs and highway advisory radio, managing dissemination of driver information through these systems.	The center shall collect fault data for the driver information systems equipment (DMS, HAR, etc.) for repair.	Planned
DOTD Statewide TMC	TMC Traffic Information Dissemination	TMC Traffic Information Dissemination' disseminates traffic and road conditions, closure and detour information, incident information, driver advisories, and other traffic-related data to other centers, the media, and driver information systems. It monitors and controls driver information system field equipment including dynamic message signs and highway advisory radio, managing dissemination of driver information through these systems.	The center shall collect operational status for the driver information systems equipment (DMS, HAR, etc.).	Planned
DOTD Statewide TMC	TMC Traffic Information Dissemination	TMC Traffic Information Dissemination' disseminates traffic and road conditions, closure and detour information, incident information, driver advisories, and other traffic-related data to other centers, the media, and driver information systems. It monitors and controls driver information system field equipment including dynamic message signs and highway advisory radio, managing dissemination of driver information through these systems.	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
DOTD Statewide TMC	TMC Traffic Network Performance Evaluation	TMC Traffic Network Performance Evaluation' measures traffic network performance and predicts travel demand patterns to support traffic flow optimization, demand management, and incident management. It collects traffic data from sensors and surveillance equipment as well as input from other Traffic Management Centers, emissions management, transit operations, and event promoters and uses this information to measure traffic network performance. It collects route planning information from transportation information centers and integrates and uses this information to predict future traffic conditions. The planned control strategies can be passed back to the transportation information center so that the intended strategies can be reflected in future route planning.	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.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	TMC Traffic Network Performance Evaluation	TMC Traffic Network Performance Evaluation' measures traffic network performance and predicts travel demand patterns to support traffic flow optimization, demand management, and incident management. It collects traffic data from sensors and surveillance equipment as well as input from other Traffic Management Centers, emissions management, transit operations, and event promoters and uses this information to measure traffic network performance. It collects route planning information from transportation information centers and integrates and uses this information to predict future traffic conditions. The planned control strategies can be passed back to the transportation information center so that the intended strategies can be reflected in future route planning.	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.	Existing
DOTD Statewide TMC	TMC Traffic Network Performance Evaluation	TMC Traffic Network Performance Evaluation' measures traffic network performance and predicts travel demand patterns to support traffic flow optimization, demand management, and incident management. It collects traffic data from sensors and surveillance equipment as well as input from other Traffic Management Centers, emissions management, transit operations, and event promoters and uses this information to measure traffic network performance. It collects route planning information from transportation information centers and integrates and uses this information to predict future traffic conditions. The planned control strategies can be passed back to the transportation information center so that the intended strategies can be reflected in future route planning.	The center shall exchange information with transit management centers including details current transit routes, the level of service on each route, and the progress of individual vehicles along their routes for use in forecasting demand and estimating current transportation network performance.	Planned
DOTD Statewide TMC	TMC Traffic Network Performance Evaluation	TMC Traffic Network Performance Evaluation' measures traffic network performance and predicts travel demand patterns to support traffic flow optimization, demand management, and incident management. It collects traffic data from sensors and surveillance equipment as well as input from other Traffic Management Centers, emissions management, transit operations, and event promoters and uses this information to measure traffic network performance. It collects route planning information from transportation information centers and integrates and uses this information to predict future traffic conditions. The planned control strategies can be passed back to the transportation information center so that the intended strategies can be reflected in future route planning.	The center shall collect and store anticipated route information from traveler information centers to support overall network performance evaluations and predictions.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	TMC Traffic Network Performance Evaluation	TMC Traffic Network Performance Evaluation' measures traffic network performance and predicts travel demand patterns to support traffic flow optimization, demand management, and incident management. It collects traffic data from sensors and surveillance equipment as well as input from other Traffic Management Centers, emissions management, transit operations, and event promoters and uses this information to measure traffic network performance. It collects route planning information from transportation information centers and integrates and uses this information to predict future traffic conditions. The planned control strategies can be passed back to the transportation information center so that the intended strategies can be reflected in future route planning.	This center shall use the collected information to measure overall current and forecast network performance and predict travel demand patterns.	Planned
DOTD Statewide TMC	TMC Traffic Network Performance Evaluation	TMC Traffic Network Performance Evaluation' measures traffic network performance and predicts travel demand patterns to support traffic flow optimization, demand management, and incident management. It collects traffic data from sensors and surveillance equipment as well as input from other Traffic Management Centers, emissions management, transit operations, and event promoters and uses this information to measure traffic network performance. It collects route planning information from transportation information centers and integrates and uses this information to predict future traffic conditions. The planned control strategies can be passed back to the transportation information center so that the intended strategies can be reflected in future route planning.	The center shall provide an interface to the archive data repository to enable the operator to retrieve historical operating data for use in planning to predict future traffic patterns and conditions.	Planned
DOTD Statewide TMC	TMC Work Zone Traffic Management	TMC Work Zone Traffic Management' coordinates work plans with maintenance systems so that work zones are established that have minimum traffic impact. Traffic control strategies are implemented to further mitigate traffic impacts associated with work zones that are established, providing work zone information to driver information systems such as dynamic message signs.	The center shall receive work zone images from a maintenance center.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
DOTD Statewide TMC	TMC Work Zone Traffic Management	TMC Work Zone Traffic Management' coordinates work plans with maintenance systems so that work zones are established that have minimum traffic impact. Traffic control strategies are implemented to further mitigate traffic impacts associated with work zones that are established, providing work zone information to driver information systems such as dynamic message signs.	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
DOTD Statewide TMC	TMC Work Zone Traffic Management	TMC Work Zone Traffic Management' coordinates work plans with maintenance systems so that work zones are established that have minimum traffic impact. Traffic control strategies are implemented to further mitigate traffic impacts associated with work zones that are established, providing work zone information to driver information systems such as dynamic message signs.	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.	Planned
DOTD Statewide TMC	TMC Work Zone Traffic Management	TMC Work Zone Traffic Management' coordinates work plans with maintenance systems so that work zones are established that have minimum traffic impact. Traffic control strategies are implemented to further mitigate traffic impacts associated with work zones that are established, providing work zone information to driver information systems such as dynamic message signs.	The center shall collect fault data for the driver information systems equipment in work zones for repair.	Planned
DOTD Statewide TMC	TMC Work Zone Traffic Management	TMC Work Zone Traffic Management' coordinates work plans with maintenance systems so that work zones are established that have minimum traffic impact. Traffic control strategies are implemented to further mitigate traffic impacts associated with work zones that are established, providing work zone information to driver information systems such as dynamic message signs.	The center shall collect operational status for the driver information systems equipment in work zones.	Planned
DOTD Statewide TMC	TMC Work Zone Traffic Management	TMC Work Zone Traffic Management' coordinates work plans with maintenance systems so that work zones are established that have minimum traffic impact. Traffic control strategies are implemented to further mitigate traffic impacts associated with work zones that are established, providing work zone information to driver information systems such as dynamic message signs.	The center shall analyze work zone images for indications of a possible incident.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Electric Vehicle Charging Stations	Electric Charging Station Management	Electric Charging Station Management' manages vehicle charging. It verifies that a vehicle is authorized to charge, enabled power delivery, communicates with the vehicle during charging and provides charge status information to the driver. A connection with Connected Vehicle Roadside Equipment provides the capability to integrate charging station coordination and communication into the broader Connected Vehicle Environment.	The field device shall accept electrical meter control commands from the center.	Planned
Electric Vehicle Charging Stations	Electric Charging Station Management	Electric Charging Station Management' manages vehicle charging. It verifies that a vehicle is authorized to charge, enabled power delivery, communicates with the vehicle during charging and provides charge status information to the driver. A connection with Connected Vehicle Roadside Equipment provides the capability to integrate charging station coordination and communication into the broader Connected Vehicle Environment.	The field device shall provide data describing electrical meter performance to the center.	Planned
Electric Vehicle Charging Stations	Electric Charging Station Management	Electric Charging Station Management' manages vehicle charging. It verifies that a vehicle is authorized to charge, enabled power delivery, communicates with the vehicle during charging and provides charge status information to the driver. A connection with Connected Vehicle Roadside Equipment provides the capability to integrate charging station coordination and communication into the broader Connected Vehicle Environment.	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
Electric Vehicle Charging Stations	Electric Charging Station Management	Electric Charging Station Management' manages vehicle charging. It verifies that a vehicle is authorized to charge, enabled power delivery, communicates with the vehicle during charging and provides charge status information to the driver. A connection with Connected Vehicle Roadside Equipment provides the capability to integrate charging station coordination and communication into the broader Connected Vehicle Environment.	The field element shall provide the current vehicle charging status directly to drivers.	Planned
Electric Vehicle Charging Stations	Electric Charging Station Management	Electric Charging Station Management' manages vehicle charging. It verifies that a vehicle is authorized to charge, enabled power delivery, communicates with the vehicle during charging and provides charge status information to the driver. A connection with Connected Vehicle Roadside Equipment provides the capability to integrate charging station coordination and communication into the broader Connected Vehicle Environment.	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	Archive Government Reporting	Archive Government Reporting' selects and formats data residing in an ITS archive to facilitate local, state, and federal government data reporting requirements. It provides transportation system statistics and performance measures in required formats to support investment and policy decisions.	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
Lake Charles TMC	Archive Government Reporting	Archive Government Reporting' selects and formats data residing in an ITS archive to facilitate local, state, and federal government data reporting requirements. It provides transportation system statistics and performance measures in required formats to support investment and policy decisions.	The center shall provide archive data to federal, state, and local government reporting systems.	Planned
Lake Charles TMC	Archive Government Reporting	Archive Government Reporting' selects and formats data residing in an ITS archive to facilitate local, state, and federal government data reporting requirements. It provides transportation system statistics and performance measures in required formats to support investment and policy decisions.	The center shall provide the capability to format data suitable for input into government reports.	Planned
Lake Charles TMC	Archive Government Reporting	Archive Government Reporting' selects and formats data residing in an ITS archive to facilitate local, state, and federal government data reporting requirements. It provides transportation system statistics and performance measures in required formats to support investment and policy decisions.	The center shall respond to requests for government report data.	Planned
Lake Charles TMC	Archive Situation Data Archival	Archive Situation Data Archival' collects and archives traffic, roadway, and environmental information for use in off-line planning, research, and analysis. It controls and collects information directly from equipment at the roadside, reflecting the deployment of traffic detectors that are used primarily for traffic monitoring and planning purposes, rather than for traffic management. It also collects situation data from connected vehicles. The data collected, quality checks performed, and aggregation strategies are defined to support transportation system performance monitoring and management.	The center shall provide the capability to adjust the collection of field-sourced data based on the statistical measures.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	Archive Situation Data Archival	Archive Situation Data Archival' collects and archives traffic, roadway, and environmental information for use in off-line planning, research, and analysis. It controls and collects information directly from equipment at the roadside, reflecting the deployment of traffic detectors that are used primarily for traffic monitoring and planning purposes, rather than for traffic management. It also collects situation data from connected vehicles. The data collected, quality checks performed, and aggregation strategies are defined to support transportation system performance monitoring and management.	The center shall collect data from roadside devices.	Planned
Lake Charles TMC	Archive Situation Data Archival	Archive Situation Data Archival' collects and archives traffic, roadway, and environmental information for use in off-line planning, research, and analysis. It controls and collects information directly from equipment at the roadside, reflecting the deployment of traffic detectors that are used primarily for traffic monitoring and planning purposes, rather than for traffic management. It also collects situation data from connected vehicles. The data collected, quality checks performed, and aggregation strategies are defined to support transportation system performance monitoring and management.	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
Lake Charles TMC	Archive Situation Data Archival	Archive Situation Data Archival' collects and archives traffic, roadway, and environmental information for use in off-line planning, research, and analysis. It controls and collects information directly from equipment at the roadside, reflecting the deployment of traffic detectors that are used primarily for traffic monitoring and planning purposes, rather than for traffic management. It also collects situation data from connected vehicles. The data collected, quality checks performed, and aggregation strategies are defined to support transportation system performance monitoring and management.	The center shall respond to requests from the administrator interface function to manage field-sourced data collection.	Planned
Lake Charles TMC	Emergency Data Collection	Emergency Data Collection' collects and stores emergency information that is collected in the course of operations by the Emergency Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The center shall receive and respond to requests from ITS Archives for either a catalog of the emergency management data or for the data itself.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	Emergency Data Collection	Emergency Data Collection' collects and stores emergency information that is collected in the course of operations by the Emergency Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The emergency management center shall produce sample products of the data available.	Planned
Lake Charles TMC	Emergency Data Collection	Emergency Data Collection' collects and stores emergency information that is collected in the course of operations by the Emergency Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	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.	Planned
Lake Charles TMC	Emergency Data Collection	Emergency Data Collection' collects and stores emergency information that is collected in the course of operations by the Emergency Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The center shall collect emergency service data, emergency vehicle management data, emergency vehicle data, sensor and surveillance data, threat data, and incident data.	Planned
Lake Charles TMC	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	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.	Planned
Lake Charles TMC	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall provide the capability to correlate alerts and advisories, incident information, and security sensor and surveillance data.	Planned
Lake Charles TMC	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	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.	Planned
Lake Charles TMC	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	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.	Planned
Lake Charles TMC	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	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.	Planned
Lake Charles TMC	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall coordinate the broadcast of wide-area alerts and advisories with other emergency management centers.	Planned
Lake Charles TMC	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall receive incident information from other transportation management centers to support the early warning system.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	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.	Planned
Lake Charles TMC	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall support the entry of alert and advisory information directly from the emergency system operator.	Planned
Lake Charles TMC	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	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.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	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.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	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.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	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.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	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.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	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
Lake Charles TMC	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall provide tactical decision support, resource coordination, and communications integration for first responders to support local management of an incident.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall provide incident command communications with public safety, emergency management, transportation, and other allied response agency centers.	Planned
Lake Charles TMC	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall 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.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall track and maintain resource information and action plans pertaining to the incident command.	Planned
Lake Charles TMC	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall assess the status of responding emergency vehicles as part of an incident command.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic 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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic 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.	Planned

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic 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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic 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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic 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
Lake Charles TMC	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic 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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic 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.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic 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

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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic 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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic 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
Lake Charles TMC	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic 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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic 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
Lake Charles TMC	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic 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
Lake Charles TMC	MCM Data Collection	MCM Data Collection' collects and stores maintenance and construction information that is collected in the course of operations by the Maintenance and Construction Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The maintenance and construction management center shall produce sample products of the data available.	Planned
Lake Charles TMC	MCM Data Collection	MCM Data Collection' collects and stores maintenance and construction information that is collected in the course of operations by the Maintenance and Construction Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The center shall receive and respond to requests from ITS Archives for either a catalog of the maintenance and construction data or for the data itself.	Planned
Lake Charles TMC	MCM Data Collection	MCM Data Collection' collects and stores maintenance and construction information that is collected in the course of operations by the Maintenance and Construction Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The maintenance and construction management center shall assign quality control metrics and meta-data to be stored along with the data. Meta-data may include attributes that describe the source and quality of the data and the conditions surrounding the collection of the data.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	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
Lake Charles TMC	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.	Planned
Lake Charles TMC	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.	Planned
Lake Charles TMC	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 respond to requests from emergency management to provide maintenance and construction resources to implement response plans, assist in clean up, verify an incident, etc. This may also involve coordination with traffic management centers and other maintenance centers.	Planned
Lake Charles TMC	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 road network status assessment information with emergency management and traffic management 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
Lake Charles TMC	MCM Incident Management	MCM Incident Management' supports maintenance and construction participation in coordinated incident response. Incident notifications are shared, incident response resources are managed, and the overall incident situation and incident response status is coordinated among allied response organizations.	The maintenance center shall receive information indicating the damage sustained by transportation assets, derived from aerial surveillance, field reports, inspections, tests, and analyses to support incident management.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	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
Lake Charles TMC	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
Lake Charles TMC	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	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
Lake Charles TMC	MCM Work Zone Management	MCM Work Zone Management' remotely monitors and supports work zone activities, controlling traffic through dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers, and informing other groups of activity (e.g., traveler information, traffic management, other maintenance and construction centers) for better coordination management. Work zone speeds, and delays, and closures are provided to the motorist prior to the work zones. This application provides control of field equipment in all maintenance areas, including fixed and portable field equipment supporting both stationary and mobile work zones.	The center shall collect real-time information on the state of the road network including current traffic and road conditions to support work zone scheduling and management.	Planned
Lake Charles TMC	MCM Work Zone Management	MCM Work Zone Management' remotely monitors and supports work zone activities, controlling traffic through dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers, and informing other groups of activity (e.g., traveler information, traffic management, other maintenance and construction centers) for better coordination management. Work zone speeds, and delays, and closures are provided to the motorist prior to the work zones. This application provides control of field equipment in all maintenance areas, including fixed and portable field equipment supporting both stationary and mobile work zones.	The center shall control traffic in work zones by providing remote control of dynamic message signs, highway advisory radio systems, gates, and barriers located in or near the work zone.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	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
Lake Charles TMC	MCM Work Zone Management	MCM Work Zone Management' remotely monitors and supports work zone activities, controlling traffic through dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers, and informing other groups of activity (e.g., traveler information, traffic management, other maintenance and construction centers) for better coordination management. Work zone speeds, and delays, and closures are provided to the motorist prior to the work zones. This application provides control of field equipment in all maintenance areas, including fixed and portable field equipment supporting both stationary and mobile work zones.	The center shall control the collection of work zone status information including video images from cameras located in or near the work zone.	Planned
Lake Charles TMC	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	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
Lake Charles TMC	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 wide-area alert information to the traveler interface systems, including major emergencies such as a natural or man-made disaster, civil emergency, child abductions, severe weather watches and warnings, military activities, and law enforcement warnings.	Planned
Lake Charles TMC	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 evacuation information to shelter providers.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	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
Lake Charles TMC	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
Lake Charles TMC	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
Lake Charles TMC	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	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
Lake Charles TMC	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.	The center shall collect traffic probe data (speeds, travel times, etc.) from appropriately equipped vehicles and short range communications equipment.	Planned
Lake Charles TMC	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.	The center shall aggregate collected traffic probe data, calculate route segment travel times, route segment speeds, route usage, and road weather information for dissemination to other centers.	Planned
Lake Charles TMC	TMC Basic Surveillance	TMC Basic Surveillance' remotely monitors and controls traffic sensor systems and surveillance (e.g., CCTV) equipment, and collects, processes and stores the collected traffic data. Current traffic information and other real-time transportation information is also collected from other centers. The collected information is provided to traffic operations personnel and made available to other centers.	The center shall respond to control data from center personnel regarding sensor and surveillance data collection, analysis, storage, and distribution.	Planned
Lake Charles TMC	TMC Basic Surveillance	TMC Basic Surveillance' remotely monitors and controls traffic sensor systems and surveillance (e.g., CCTV) equipment, and collects, processes and stores the collected traffic data. Current traffic information and other real-time transportation information is also collected from other centers. The collected information is provided to traffic operations personnel and made available to other centers.	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	TMC Basic Surveillance	TMC Basic Surveillance' remotely monitors and controls traffic sensor systems and surveillance (e.g., CCTV) equipment, and collects, processes and stores the collected traffic data. Current traffic information and other real-time transportation information is also collected from other centers. The collected information is provided to traffic operations personnel and made available to other centers.	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
Lake Charles TMC	TMC Basic Surveillance	TMC Basic Surveillance' remotely monitors and controls traffic sensor systems and surveillance (e.g., CCTV) equipment, and collects, processes and stores the collected traffic data. Current traffic information and other real-time transportation information is also collected from other centers. The collected information is provided to traffic operations personnel and made available to other centers.	The center shall monitor, analyze, and distribute traffic images from CCTV systems under remote control of the center.	Planned
Lake Charles TMC	TMC Basic Surveillance	TMC Basic Surveillance' remotely monitors and controls traffic sensor systems and surveillance (e.g., CCTV) equipment, and collects, processes and stores the collected traffic data. Current traffic information and other real-time transportation information is also collected from other centers. The collected information is provided to traffic operations personnel and made available to other centers.	The center shall monitor, analyze, and store traffic sensor data (speed, volume, occupancy) collected from field elements under remote control of the center.	Planned
Lake Charles TMC	TMC Data Collection	TMC Data Collection' collects and stores information that is created in the course of traffic operations performed by the Traffic Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.		
Lake Charles TMC	TMC Evacuation Support	TMC Evacuation Support' supports development, coordination, and execution of special traffic management strategies during evacuation and subsequent reentry of a population in the vicinity of a disaster or major emergency. A traffic management strategy is developed based on anticipated demand, the capacity of the road network including access to and from the evacuation routes, and existing and forecast conditions. The strategy supports efficient evacuation and also protects and optimizes movement of response vehicles and other resources that are responding to the emergency.	The center shall coordinate planning for evacuation with emergency management centers - including pre-planning activities such as establishing routes, areas to be evacuated, timing, etc.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	TMC Evacuation Support	TMC Evacuation Support' supports development, coordination, and execution of special traffic management strategies during evacuation and subsequent reentry of a population in the vicinity of a disaster or major emergency. A traffic management strategy is developed based on anticipated demand, the capacity of the road network including access to and from the evacuation routes, and existing and forecast conditions. The strategy supports efficient evacuation and also protects and optimizes movement of response vehicles and other resources that are responding to the emergency.	The center shall coordinate execution of evacuation strategies with emergency management centers - including activities such as setting closures and detours, establishing routes, updating areas to be evacuated, timing the process, etc.	Planned
Lake Charles TMC	TMC Incident Detection	TMC Incident Detection' identifies and reports incidents to Traffic Operations Personnel. It remotely monitors and controls traffic sensor and surveillance systems that support incident detection and verification. It analyzes and reduces the collected sensor and surveillance data, external alerting and advisory and incident reporting systems, anticipated demand information from intermodal freight depots, border crossings, special event information, and identifies and reports incidents and hazardous conditions	The center shall collect and store traffic flow and image data from the field equipment to detect and verify incidents.	Planned
Lake Charles TMC	TMC Incident Detection	TMC Incident Detection' identifies and reports incidents to Traffic Operations Personnel. It remotely monitors and controls traffic sensor and surveillance systems that support incident detection and verification. It analyzes and reduces the collected sensor and surveillance data, external alerting and advisory and incident reporting systems, anticipated demand information from intermodal freight depots, border crossings, special event information, and identifies and reports incidents and hazardous conditions	The center shall provide video and traffic sensor control commands to the field equipment to detect and verify incidents.	Planned
Lake Charles TMC	TMC Incident Detection	TMC Incident Detection' identifies and reports incidents to Traffic Operations Personnel. It remotely monitors and controls traffic sensor and surveillance systems that support incident detection and verification. It analyzes and reduces the collected sensor and surveillance data, external alerting and advisory and incident reporting systems, anticipated demand information from intermodal freight depots, border crossings, special event information, and identifies and reports incidents and hazardous conditions	The center shall provide road network conditions and traffic images to emergency management centers to support the detection, verification, and classification of incidents.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	TMC Incident Detection	TMC Incident Detection' identifies and reports incidents to Traffic Operations Personnel. It remotely monitors and controls traffic sensor and surveillance systems that support incident detection and verification. It analyzes and reduces the collected sensor and surveillance data, external alerting and advisory and incident reporting systems, anticipated demand information from intermodal freight depots, border crossings, special event information, and identifies and reports incidents and hazardous conditions	The center shall support requests from emergency management centers and border inspection systems to remotely control sensor and surveillance equipment located in the field.	Planned
Lake Charles TMC	TMC Incident Detection	TMC Incident Detection' identifies and reports incidents to Traffic Operations Personnel. It remotely monitors and controls traffic sensor and surveillance systems that support incident detection and verification. It analyzes and reduces the collected sensor and surveillance data, external alerting and advisory and incident reporting systems, anticipated demand information from intermodal freight depots, border crossings, special event information, and identifies and reports incidents and hazardous conditions	The center shall receive inputs concerning upcoming events that would effect the traffic network from event promoters and traveler information service providers.	Planned
Lake Charles TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall exchange incident information with emergency management centers, maintenance and construction centers, transit centers, information service providers, and the media including description, location, traffic impact, status, expected duration, and response information.	Planned
Lake Charles TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall monitor incident response performance and calculate incident response and clearance times.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall coordinate planning for incidents with emergency management centers - including pre-planning activities for disaster response, evacuation, and recovery operations.	Planned
Lake Charles TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall share resources with allied agency centers to implement special traffic control measures, assist in clean up, verify an incident, etc. This may also involve coordination with maintenance centers.	Planned
Lake Charles TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall receive inputs concerning upcoming events that would effect the traffic network from event promoters, traveler information service providers, media, border crossings, and rail operations centers.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall provide road network conditions and traffic images to emergency management centers, maintenance and construction centers, and traveler information service providers.	Planned
Lake Charles TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall exchange 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
Lake Charles TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall coordinate information and controls with other traffic management centers.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall receive inputs from emergency management and transit management centers to develop an overall status of the transportation system including emergency transit schedules in effect and current status and condition of the transportation infrastructure.	Planned
Lake Charles TMC	TMC Incident Dispatch Coordination	TMC Incident Dispatch Coordination' formulates and manages an incident response that takes into account the incident potential, incident impacts, and resources required for incident management. It provides information to support dispatch and routing of emergency response and service vehicles as well as coordination with other cooperating agencies. It provides access to traffic management resources that provide surveillance of the incident, traffic control in the surrounding area, and support for the incident response. It monitors the incident response and collects performance measures such as incident response and clearance times.	The center shall exchange alert information and status with emergency management centers. The information includes notification of a major emergency such as a natural or man-made disaster, civil emergency, or child abduction for distribution to the public. The information may include the alert originator, the nature of the emergency, the geographic area affected by the emergency, the effective time period, and information and instructions necessary for the public to respond to the alert. This may also identify specific information that should not be released to the public.	Planned
Lake Charles TMC	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.		
Lake Charles TMC	TMC Regional Traffic Management	TMC Regional Traffic Management' supports coordination between Traffic Management Centers in order to share traffic information between centers as well as control of traffic management field equipment. This coordination supports wide area optimization and regional coordination that spans jurisdictional boundaries; for example, coordinated signal control in a metropolitan area or coordination between freeway operations and arterial signal control within a corridor.	The center shall exchange traffic control information with other traffic management centers to support remote monitoring and control of traffic management devices (e.g. signs, sensors, signals, cameras, etc.).	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	TMC Regional Traffic Management	TMC Regional Traffic Management' supports coordination between Traffic Management Centers in order to share traffic information between centers as well as control of traffic management field equipment. This coordination supports wide area optimization and regional coordination that spans jurisdictional boundaries; for example, coordinated signal control in a metropolitan area or coordination between freeway operations and arterial signal control within a corridor.	The center shall exchange traffic information with other traffic management centers including incident information, congestion data, traffic data, signal timing plans, and real-time signal control information.	Planned
Lake Charles TMC	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of 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
Lake Charles TMC	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of 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
Lake Charles TMC	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of 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
Lake Charles TMC	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of 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
Lake Charles TMC	TMC Roadway Equipment Monitoring	TMC Roadway Equipment Monitoring' monitors the operational status of field equipment and detects failures. It presents field equipment status to Traffic Operations Personnel and reports failures to the Maintenance and Construction Management Center. It tracks the repair or replacement of the failed equipment. The entire range of 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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	TMC Signal Control	TMC Signal Control' provides the capability for traffic managers to monitor and manage the traffic flow at signalized intersections. This capability includes analyzing and reducing the collected data from traffic surveillance equipment and developing and implementing control plans for signalized intersections. Control plans may be developed and implemented that coordinate signals at many intersections under the domain of a single Traffic Management Center and are responsive to traffic conditions and adapt to support incidents, preemption and priority requests, pedestrian crossing calls, etc.	The center shall manage (define, store and modify) control plans to coordinate signalized intersections, to be engaged at the direction of center personnel or according to a daily schedule.	Planned
Lake Charles TMC	TMC Signal Control	TMC Signal Control' provides the capability for traffic managers to monitor and manage the traffic flow at signalized intersections. This capability includes analyzing and reducing the collected data from traffic surveillance equipment and developing and implementing control plans for signalized intersections. Control plans may be developed and implemented that coordinate signals at many intersections under the domain of a single Traffic Management Center and are responsive to traffic conditions and adapt to support incidents, preemption and priority requests, pedestrian crossing calls, etc.	The center shall remotely control traffic signal controllers.	Planned
Lake Charles TMC	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.	The center shall collect fault data for the roadside probe data collection equipment for repair.	Planned
Lake Charles TMC	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.	The center shall collect operational status for the roadside probe data collection equipment.	Planned
Lake Charles TMC	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.	The center shall collect traffic data from traveler information centers based on data from their subscriber vehicles; the data may be aggregated and initial link time calculations performed at the sending center.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	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.	The center shall collect traffic probe data from vehicles via roadside field equipment.	Planned
Lake Charles TMC	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.		
Lake Charles TMC	TMC Traffic Information Dissemination	TMC Traffic Information Dissemination' disseminates traffic and road conditions, closure and detour information, incident information, driver advisories, and other traffic-related data to other centers, the media, and driver information systems. It monitors and controls driver information system field equipment including dynamic message signs and highway advisory radio, managing dissemination of driver information through these systems.	The center shall remotely control dynamic messages signs for dissemination of traffic and other information to drivers.	Planned
Lake Charles TMC	TMC Traffic Information Dissemination	TMC Traffic Information Dissemination' disseminates traffic and road conditions, closure and detour information, incident information, driver advisories, and other traffic-related data to other centers, the media, and driver information systems. It monitors and controls driver information system field equipment including dynamic message signs and highway advisory radio, managing dissemination of driver information through these systems.	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
Lake Charles TMC	TMC Traffic Information Dissemination	TMC Traffic Information Dissemination' disseminates traffic and road conditions, closure and detour information, incident information, driver advisories, and other traffic-related data to other centers, the media, and driver information systems. It monitors and controls driver information system field equipment including dynamic message signs and highway advisory radio, managing dissemination of driver information through these systems.	The center shall distribute traffic data to maintenance and construction centers, transit centers, emergency management centers, parking facilities, and traveler information providers.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	TMC Traffic Information Dissemination	TMC Traffic Information Dissemination' disseminates traffic and road conditions, closure and detour information, incident information, driver advisories, and other traffic-related data to other centers, the media, and driver information systems. It monitors and controls driver information system field equipment including dynamic message signs and highway advisory radio, managing dissemination of driver information through these systems.	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
Lake Charles TMC	TMC Traffic Information Dissemination	TMC Traffic Information Dissemination' disseminates traffic and road conditions, closure and detour information, incident information, driver advisories, and other traffic-related data to other centers, the media, and driver information systems. It monitors and controls driver information system field equipment including dynamic message signs and highway advisory radio, managing dissemination of driver information through these systems.	The center shall collect fault data for the driver information systems equipment (DMS, HAR, etc.) for repair.	Planned
Lake Charles TMC	TMC Traffic Information Dissemination	TMC Traffic Information Dissemination' disseminates traffic and road conditions, closure and detour information, incident information, driver advisories, and other traffic-related data to other centers, the media, and driver information systems. It monitors and controls driver information system field equipment including dynamic message signs and highway advisory radio, managing dissemination of driver information through these systems.	The center shall collect operational status for the driver information systems equipment (DMS, HAR, etc.).	Planned
Lake Charles TMC	TMC Traffic Information Dissemination	TMC Traffic Information Dissemination' disseminates traffic and road conditions, closure and detour information, incident information, driver advisories, and other traffic-related data to other centers, the media, and driver information systems. It monitors and controls driver information system field equipment including dynamic message signs and highway advisory radio, managing dissemination of driver information through these systems.	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
Lake Charles TMC	TMC Traffic Network Performance Evaluation	TMC Traffic Network Performance Evaluation' measures traffic network performance and predicts travel demand patterns to support traffic flow optimization, demand management, and incident management. It collects traffic data from sensors and surveillance equipment as well as input from other Traffic Management Centers, emissions management, transit operations, and event promoters and uses this information to measure traffic network performance. It collects route planning information from transportation information centers and integrates and uses this information to predict future traffic conditions. The planned control strategies can be passed back to the transportation information center so that the intended strategies can be reflected in future route planning.	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
Lake Charles TMC	TMC Traffic Network Performance Evaluation	TMC Traffic Network Performance Evaluation' measures traffic network performance and predicts travel demand patterns to support traffic flow optimization, demand management, and incident management. It collects traffic data from sensors and surveillance equipment as well as input from other Traffic Management Centers, emissions management, transit operations, and event promoters and uses this information to measure traffic network performance. It collects route planning information from transportation information centers and integrates and uses this information to predict future traffic conditions. The planned control strategies can be passed back to the transportation information center so that the intended strategies can be reflected in future route planning.	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
Lake Charles TMC	TMC Traffic Network Performance Evaluation	TMC Traffic Network Performance Evaluation' measures traffic network performance and predicts travel demand patterns to support traffic flow optimization, demand management, and incident management. It collects traffic data from sensors and surveillance equipment as well as input from other Traffic Management Centers, emissions management, transit operations, and event promoters and uses this information to measure traffic network performance. It collects route planning information from transportation information centers and integrates and uses this information to predict future traffic conditions. The planned control strategies can be passed back to the transportation information center so that the intended strategies can be reflected in future route planning.	The center shall exchange information with transit management centers including details current transit routes, the level of service on each route, and the progress of individual vehicles along their routes for use in forecasting demand and estimating current transportation network performance.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	TMC Traffic Network Performance Evaluation	TMC Traffic Network Performance Evaluation' measures traffic network performance and predicts travel demand patterns to support traffic flow optimization, demand management, and incident management. It collects traffic data from sensors and surveillance equipment as well as input from other Traffic Management Centers, emissions management, transit operations, and event promoters and uses this information to measure traffic network performance. It collects route planning information from transportation information centers and integrates and uses this information to predict future traffic conditions. The planned control strategies can be passed back to the transportation information center so that the intended strategies can be reflected in future route planning.	The center shall collect and store anticipated route information from traveler information centers to support overall network performance evaluations and predictions.	Planned
Lake Charles TMC	TMC Traffic Network Performance Evaluation	TMC Traffic Network Performance Evaluation' measures traffic network performance and predicts travel demand patterns to support traffic flow optimization, demand management, and incident management. It collects traffic data from sensors and surveillance equipment as well as input from other Traffic Management Centers, emissions management, transit operations, and event promoters and uses this information to measure traffic network performance. It collects route planning information from transportation information centers and integrates and uses this information to predict future traffic conditions. The planned control strategies can be passed back to the transportation information center so that the intended strategies can be reflected in future route planning.	This center shall use the collected information to measure overall current and forecast network performance and predict travel demand patterns.	Planned
Lake Charles TMC	TMC Traffic Network Performance Evaluation	TMC Traffic Network Performance Evaluation' measures traffic network performance and predicts travel demand patterns to support traffic flow optimization, demand management, and incident management. It collects traffic data from sensors and surveillance equipment as well as input from other Traffic Management Centers, emissions management, transit operations, and event promoters and uses this information to measure traffic network performance. It collects route planning information from transportation information centers and integrates and uses this information to predict future traffic conditions. The planned control strategies can be passed back to the transportation information center so that the intended strategies can be reflected in future route planning.	The center shall provide an interface to the archive data repository to enable the operator to retrieve historical operating data for use in planning to predict future traffic patterns and conditions.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	TMC Work Zone Traffic Management	TMC Work Zone Traffic Management' coordinates work plans with maintenance systems so that work zones are established that have minimum traffic impact. Traffic control strategies are implemented to further mitigate traffic impacts associated with work zones that are established, providing work zone information to driver information systems such as dynamic message signs.	The center shall receive work zone images from a maintenance center.	Planned
Lake Charles TMC	TMC Work Zone Traffic Management	TMC Work Zone Traffic Management' coordinates work plans with maintenance systems so that work zones are established that have minimum traffic impact. Traffic control strategies are implemented to further mitigate traffic impacts associated with work zones that are established, providing work zone information to driver information systems such as dynamic message signs.	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
Lake Charles TMC	TMC Work Zone Traffic Management	TMC Work Zone Traffic Management' coordinates work plans with maintenance systems so that work zones are established that have minimum traffic impact. Traffic control strategies are implemented to further mitigate traffic impacts associated with work zones that are established, providing work zone information to driver information systems such as dynamic message signs.	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.	Planned
Lake Charles TMC	TMC Work Zone Traffic Management	TMC Work Zone Traffic Management' coordinates work plans with maintenance systems so that work zones are established that have minimum traffic impact. Traffic control strategies are implemented to further mitigate traffic impacts associated with work zones that are established, providing work zone information to driver information systems such as dynamic message signs.	The center shall collect fault data for the driver information systems equipment in work zones for repair.	Planned
Lake Charles TMC	TMC Work Zone Traffic Management	TMC Work Zone Traffic Management' coordinates work plans with maintenance systems so that work zones are established that have minimum traffic impact. Traffic control strategies are implemented to further mitigate traffic impacts associated with work zones that are established, providing work zone information to driver information systems such as dynamic message signs.	The center shall collect operational status for the driver information systems equipment in work zones.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Lake Charles TMC	TMC Work Zone Traffic Management	TMC Work Zone Traffic Management' coordinates work plans with maintenance systems so that work zones are established that have minimum traffic impact. Traffic control strategies are implemented to further mitigate traffic impacts associated with work zones that are established, providing work zone information to driver information systems such as dynamic message signs.	The center shall analyze work zone images for indications of a possible incident.	Planned
Local Emergency Medical	Emergency Evacuation Support	Emergency Evacuation Support' coordinates evacuation plans among allied agencies and manages evacuation and reentry of a population in the vicinity of a disaster or other emergency that poses a risk to public safety. Where appropriate, the affected population is evacuated in shifts, using more than one evacuation route, and including several evacuation destinations to spread demand and thereby expedite the evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. The public is provided with real-time evacuation guidance including basic information to assist potential evacuees in determining whether evacuation is necessary. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. The evacuation and reentry status are monitored and used to refine the plan and resource allocations during the evacuation and subsequent reentry. It communicates with public health systems to develop evacuation plans and recommended strategies for disasters and evacuation scenarios involving biological or other medical hazards.	The center shall manage inter-agency coordination of evacuation operations, from initial planning through the evacuation process and reentry.	Existing

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Emergency Medical	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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Emergency Medical	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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Emergency Medical	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.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Emergency Medical	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.	Planned
Local Emergency Medical	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 Emergency Medical	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
Local Emergency Medical	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Emergency Medical	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

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

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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Emergency Medical	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
Local Emergency Medical	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Emergency Medical	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
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.	The center shall monitor the progress of the reentry process.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
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.	The center shall request resources from transit agencies as needed to support the evacuation.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
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.	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
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.	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
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.	The center shall coordinate evacuation destinations and shelter needs with shelter providers (e.g., the American Red Cross) in the region.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
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.	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
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.	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
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.	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.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
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.	The center shall provide evacuation information to traffic, transit, maintenance and construction, rail operations, and other emergency management centers as needed.	Planned

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

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

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

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

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

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

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

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

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

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

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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Police Dept	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
Local Police Dept	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Police Dept	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
Local Police Dept	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

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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Police Dept	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Police Dept	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

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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Police Dept	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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Police Dept	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

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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Print and Broadcast Channels	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.	Planned
Local Print and Broadcast Channels	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 air quality information to travelers.	Planned
Local Print and Broadcast Channels	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
Local Print and Broadcast Channels	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
Local Print and Broadcast Channels	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
Local Traffic Operations Center	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 devices to detect traffic in the vicinity of traffic signals.	Not Applicable
Local Traffic Operations Center	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
Local Traffic Operations Center	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.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Traffic Operations Center	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
Local Traffic Operations Center	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 a database of traffic sensors and associated data (including the roadway on which they are located, the type of data collected, and the ownership of each).	Planned
Local Traffic Operations Center	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Traffic Operations Center	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.	Planned
Local Traffic Operations Center	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
Local Traffic Operations Center	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 monitor, analyze, and store traffic sensor data (speed, volume, occupancy) collected from field elements at or near signalized intersections.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Traffic Operations Center	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.	Planned
Local Traffic Operations Center	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 commercial vehicle data (e.g., characteristics, route, schedule) for intermodal freight events.	Not Applicable
Local Traffic Operations Center	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 and connected vehicles.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Traffic Operations Center	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 adjust signal timing in respond to a signal prioritization, signal preemption, pedestrian call, multi-modal crossing activation, or other requests for right-of-way.	Planned
Local Traffic Operations Center	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 adjust signal timing in respond to traffic and environmental parameters at each intersection in real time and adapts so that the traffic network is optimized using available green time to serve the actual traffic demands while minimizing the environmental impact.	Planned
Local Traffic Operations Center	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 process collected traffic and environmental data from sensors and connected vehicles.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Traffic Operations Center	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 support requests from emergency management centers to provide responding emergency vehicles with signal preemption.	Planned
Local Traffic Signal System	Roadway Basic Surveillance	Roadway Basic Surveillance' monitors traffic conditions using fixed equipment such as loop detectors and CCTV cameras.	The field element shall collect, process, digitize, and send traffic sensor data (speed, volume, and occupancy) to the center for further analysis and storage, under center control.	Planned
Local Traffic Signal System	Roadway Basic Surveillance	Roadway Basic Surveillance' monitors traffic conditions using fixed equipment such as loop detectors and CCTV cameras.	The field element shall return sensor and CCTV system operational status to the controlling center.	Planned
Local Traffic Signal System	Roadway Basic Surveillance	Roadway Basic Surveillance' monitors traffic conditions using fixed equipment such as loop detectors and CCTV cameras.	The field element shall return sensor and CCTV system fault data to the controlling center for repair.	Planned
Local Traffic Signal System	Roadway Field Device Support	Roadway Field Device Support' monitors the operational status of field devices and detects and reports fault conditions. Consolidated operational status (device status, configuration, and fault information) are reported for resolution and repair. A local interface is provided to field personnel for local monitoring and diagnostics, supporting field maintenance, upgrade, repair, and replacement of field devices.	The field element shall monitor the operational status of field devices and detects and reports fault conditions.	Planned
Local Traffic Signal System	Roadway Field Device Support	Roadway Field Device Support' monitors the operational status of field devices and detects and reports fault conditions. Consolidated operational status (device status, configuration, and fault information) are reported for resolution and repair. A local interface is provided to field personnel for local monitoring and diagnostics, supporting field maintenance, upgrade, repair, and replacement of field devices.	The field element shall detect and report any fault conditions with the equipment being monitored back to its controlling center.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Local Traffic Signal System	Roadway Field Device Support	Roadway Field Device Support' monitors the operational status of field devices and detects and reports fault conditions. Consolidated operational status (device status, configuration, and fault information) are reported for resolution and repair. A local interface is provided to field personnel for local monitoring and diagnostics, supporting field maintenance, upgrade, repair, and replacement of field devices.	The field element shall provide the capability for field personnel to locally control and configure this equipment.	Planned
Local Traffic Signal System	Roadway Field Device Support	Roadway Field Device Support' monitors the operational status of field devices and detects and reports fault conditions. Consolidated operational status (device status, configuration, and fault information) are reported for resolution and repair. A local interface is provided to field personnel for local monitoring and diagnostics, supporting field maintenance, upgrade, repair, and replacement of field devices.	The field element shall support an interface with field support equipment to accept installation of updates or configuration of field operations.	Planned
Local Traffic Signal System	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 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.		

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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Louisiana 511/ Website	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall disseminate maintenance and construction information to travelers, including scheduled maintenance and construction work activities and work zone activities.	Existing
Louisiana 511/ Website	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall disseminate weather information to travelers.	Existing
Louisiana 511/ Website	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall provide the capability for a system operator to control the type and update frequency of broadcast traveler information.	Planned
Louisiana 511/ Website	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall provide traffic and incident data to the media.	Planned
Louisiana 511/ Website	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall disseminate event information to travelers.	Existing
Louisiana 511/ Website	TIC Traveler Information Broadcast	TIC Traveler Information Broadcast' disseminates traveler information including traffic and road conditions, incident information, maintenance and construction information, event information, transit information, parking information, and weather information. The same information is broadcast to all equipped traveler interface systems and vehicles.	The center shall disseminate traffic and highway condition information to travelers, including incident information, detours and road closures, event information, recommended routes, and current speeds on specific routes.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
Louisiana 511/ Website	TIC Traveler Telephone Information	TIC Traveler Telephone Information' services voice-based traveler requests for information that supports traveler telephone information systems like 511. It takes requests for traveler information, which could be voice-formatted traveler requests, dual-tone multi-frequency (DTMF)-based requests, or a simple traveler information request, and returns the requested traveler information in the proper format. In addition to servicing requests for traveler information, it also collects and forwards alerts and advisories to traveler telephone information systems.	The center shall provide information on traffic conditions in the requested voice format and for the requested location.	Existing
Louisiana 511/ Website	TIC Traveler Telephone Information	TIC Traveler Telephone Information' services voice-based traveler requests for information that supports traveler telephone information systems like 511. It takes requests for traveler information, which could be voice-formatted traveler requests, dual-tone multi-frequency (DTMF)-based requests, or a simple traveler information request, and returns the requested traveler information in the proper format. In addition to servicing requests for traveler information, it also collects and forwards alerts and advisories to traveler telephone information systems.	The center shall provide the capability to support both specific caller requests as well as bulk upload of regional traveler information.	Existing
Louisiana 511/ Website	TIC Traveler Telephone Information	TIC Traveler Telephone Information' services voice-based traveler requests for information that supports traveler telephone information systems like 511. It takes requests for traveler information, which could be voice-formatted traveler requests, dual-tone multi-frequency (DTMF)-based requests, or a simple traveler information request, and returns the requested traveler information in the proper format. In addition to servicing requests for traveler information, it also collects and forwards alerts and advisories to traveler telephone information systems.	The center shall provide weather and event information in the requested voice format and for the requested location.	Existing
Louisiana 511/ Website	TIC Traveler Telephone Information	TIC Traveler Telephone Information' services voice-based traveler requests for information that supports traveler telephone information systems like 511. It takes requests for traveler information, which could be voice-formatted traveler requests, dual-tone multi-frequency (DTMF)-based requests, or a simple traveler information request, and returns the requested traveler information in the proper format. In addition to servicing requests for traveler information, it also collects and forwards alerts and advisories to traveler telephone information systems.	The center shall provide work zone and roadway maintenance information in the requested voice format and for the requested location.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
Louisiana 511/ Website	TIC Traveler Telephone Information	TIC Traveler Telephone Information' services voice-based traveler requests for information that supports traveler telephone information systems like 511. It takes requests for traveler information, which could be voice-formatted traveler requests, dual-tone multi-frequency (DTMF)-based requests, or a simple traveler information request, and returns the requested traveler information in the proper format. In addition to servicing requests for traveler information, it also collects and forwards alerts and advisories to traveler telephone information systems.	The center shall provide the capability to process traveler information requests from a traveler telephone information system.	Existing
Louisiana 511/ Website	TIC Traveler Telephone Information	TIC Traveler Telephone Information' services voice-based traveler requests for information that supports traveler telephone information systems like 511. It takes requests for traveler information, which could be voice-formatted traveler requests, dual-tone multi-frequency (DTMF)-based requests, or a simple traveler information request, and returns the requested traveler information in the proper format. In addition to servicing requests for traveler information, it also collects and forwards alerts and advisories to traveler telephone information systems.	The center shall provide the capability to process dual-tone multi-frequency (DTMF)-based requests (touch-tone) for traveler information from a traveler telephone information system.	Existing
Louisiana 511/ Website	TIC Traveler Telephone Information	TIC Traveler Telephone Information' services voice-based traveler requests for information that supports traveler telephone information systems like 511. It takes requests for traveler information, which could be voice-formatted traveler requests, dual-tone multi-frequency (DTMF)-based requests, or a simple traveler information request, and returns the requested traveler information in the proper format. In addition to servicing requests for traveler information, it also collects and forwards alerts and advisories to traveler telephone information systems.	The center shall provide the capability to process voice-formatted requests for traveler information from a traveler telephone information system, and return the information in the requested format.	Existing
LSP Troop D	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall monitor information from Alerting and Advisory Systems such as the Information Sharing and Analysis Centers (ISACs), the National Infrastructure Protection Center (NIPC), the Homeland Security Advisory System (HSAS), etc. The information may include assessments (general incident and vulnerability awareness information), advisories (identification of threats or recommendations to increase preparedness levels), or alerts (information on imminent or in-progress emergencies).	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
LSP Troop D	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
LSP Troop D	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall broadcast wide-area alerts and advisories to traffic management centers for emergency situations such as severe weather events, civil emergencies, child abduction (AMBER alert system), military activities, and other situations that pose a threat to life and property.	Existing
LSP Troop D	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
LSP Troop D	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
LSP Troop D	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 process status information from each of the centers that have been sent the wide-area alert.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
LSP Troop D	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall coordinate the broadcast of wide-area alerts and advisories with other emergency management centers.	Existing
LSP Troop D	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
LSP Troop D	Emergency Early Warning System	Emergency Early Warning System' monitors alerting and advisory systems, information collected by ITS surveillance and sensors, and reports from other agencies and uses this information to identify potential, imminent, or in-progress major incidents or disasters. Notification is provided to initiate the emergency response, including public notification using ITS traveler information systems, where appropriate.	The center shall present the alert and advisory information and the status of the actions taken in response to the alert by the other centers to the emergency system operator as received from other system inputs.	Existing
LSP Troop D	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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
LSP Troop D	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

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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
LSP Troop D	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
LSP Troop D	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 D	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
LSP Troop D	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall assess the status of responding emergency vehicles as part of an incident command.	Existing
LSP Troop D	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
LSP Troop D	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall provide incident command communications with public safety, emergency management, transportation, and other allied response agency centers.	Existing
LSP Troop D	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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
LSP Troop D	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
LSP Troop D	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
LSP Troop D	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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
LSP Troop D	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
LSP Troop D	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

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

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

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

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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
LSP Troop D	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
Other Local Public Safety Agencies	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall track and maintain resource information and action plans pertaining to the incident command.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
Other Local Public Safety Agencies	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall 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
Other Local Public Safety Agencies	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall provide tactical decision support, resource coordination, and communications integration for first responders to support local management of an incident.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
Other Local Public Safety Agencies	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall provide incident command communications with public safety, emergency management, transportation, and other allied response agency centers.	Existing
Other Local Public Safety Agencies	Emergency Incident Command	Emergency Incident Command' provides tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident. It supports communications with public safety, emergency management, transportation, and other allied response agency centers, tracks and maintains resource information, action plans, and the incident command organization itself. Information is shared with agency centers including resource deployment status, hazardous material information, traffic, road, and weather conditions, evacuation advice, and other information that enables emergency or maintenance personnel in the field to implement an effective, safe incident response. It supports the functions and interfaces commonly supported by a mobile command center.	The center shall assess the status of responding emergency vehicles as part of an incident command.	Existing

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

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

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

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

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

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

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

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

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

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

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

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

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Other Local Public Safety Agencies	Emergency Response Management	Emergency Response Management' provides the strategic emergency response capabilities and broad inter-agency interfaces that are implemented for extraordinary incidents and disasters that require response from outside the local community. It provides the functional capabilities and interfaces commonly associated with Emergency Operations Centers. It develops and stores emergency response plans and manages overall coordinated response to emergencies. It monitors real-time information on the state of the regional transportation system including current traffic and road conditions, weather conditions, special event and incident information. It tracks the availability of resources and assists in the appropriate allocation of these resources for a particular emergency response. It also provides coordination between multiple allied agencies before and during emergencies to implement emergency response plans and track progress through the incident. It also coordinates with the public through the Emergency Telecommunication Systems (e.g., Reverse 911). It coordinates with public health systems to provide the most appropriate response for emergencies involving biological or other medical hazards.	The center shall provide strategic emergency response capabilities provided by an Emergency Operations Center for large-scale incidents and disasters.	Planned
Personal Devices	Personal Interactive Traveler Information	Personal Interactive Traveler Information' provides traffic information, road conditions, transit information, yellow pages (traveler services) information, special event information, and other traveler information that is specifically tailored based on the traveler's request and/or previously submitted traveler profile information. It also supports interactive services that support enrollment, account management, and payments for transportation services. The interactive traveler information capability is provided by personal devices including personal computers and personal portable devices such as smart phones.	The personal traveler interface shall support traveler input in audio or manual form.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Personal Devices	Personal Interactive Traveler Information	Personal Interactive Traveler Information' provides traffic information, road conditions, transit information, yellow pages (traveler services) information, special event information, and other traveler information that is specifically tailored based on the traveler's request and/or previously submitted traveler profile information. It also supports interactive services that support enrollment, account management, and payments for transportation services. The interactive traveler information capability is provided by personal devices including personal computers and personal portable devices such as smart phones.	The personal traveler interface shall receive wide-area alerts and present it to the traveler.	Planned
Personal Devices	Personal Interactive Traveler Information	Personal Interactive Traveler Information' provides traffic information, road conditions, transit information, yellow pages (traveler services) information, special event information, and other traveler information that is specifically tailored based on the traveler's request and/or previously submitted traveler profile information. It also supports interactive services that support enrollment, account management, and payments for transportation services. The interactive traveler information capability is provided by personal devices including personal computers and personal portable devices such as smart phones.	The personal traveler interface shall receive traffic information from a center and present it to the traveler upon request.	Planned
Personal Devices	Personal Interactive Traveler Information	Personal Interactive Traveler Information' provides traffic information, road conditions, transit information, yellow pages (traveler services) information, special event information, and other traveler information that is specifically tailored based on the traveler's request and/or previously submitted traveler profile information. It also supports interactive services that support enrollment, account management, and payments for transportation services. The interactive traveler information capability is provided by personal devices including personal computers and personal portable devices such as smart phones.	The personal traveler interface shall receive transit information from a center and present it to the traveler upon request.	Planned
Personal Devices	Personal Location Determination	Personal Location Determination' receives current location information and provides this information to other applications that use the location information to provide guidance and emergency notification services. It interfaces with and encapsulates positioning technology such as a GPS receiver that is embedded in the user's device.		

Element Name	Functional Object	Functional Object Description	Requirement	Status
Personal Devices	Personal Pedestrian Safety	Personal Pedestrian Safety' improves pedestrian, cyclist, and other vulnerable road user safety by providing personal location information to the infrastructure that can be used to avoid collisions involving vulnerable road users. It may also alert the vulnerable road user of unsafe conditions, augmenting or extending information provided by signals and signs. The information provided and the user interface delivery mechanism (visual, audible, or haptic) can also be tailored to the needs of the user that is carrying or wearing the device that hosts the application.		
Personal Devices	Personal Traveler Information Reception	Personal Traveler Information Reception' receives formatted traffic advisories, road conditions, traffic regulations, transit information, broadcast alerts, and other general traveler information broadcasts and presents the information to the traveler. The traveler information broadcasts are received by personal devices including personal computers and personal portable devices such as smart phones.	The personal traveler interface shall receive traffic information from a center and present it to the traveler.	Planned
Personal Devices	Personal Traveler Information Reception	Personal Traveler Information Reception' receives formatted traffic advisories, road conditions, traffic regulations, transit information, broadcast alerts, and other general traveler information broadcasts and presents the information to the traveler. The traveler information broadcasts are received by personal devices including personal computers and personal portable devices such as smart phones.	The personal traveler interface shall receive broadcast wide-area alerts and present it to the traveler.	Planned
Personal Devices	Personal Trip Planning and Route Guidance	Personal Trip Planning and Route Guidance' provides a personalized trip plan to the traveler. The trip plan is calculated based on preferences and constraints supplied by the traveler and provided to the traveler for confirmation. Coordination may continue during the trip so that the route plan can be modified to account for new information. Many equipment configurations are possible including systems that provide a basic trip plan to the traveler as well as more sophisticated systems that can provide transition by transition guidance to the traveler along a multi-modal route with transfers. Devices represented by this functional object include desktop computers at home, work, or at major trip generation sites, plus personal devices such as tablets and smart phones.		

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Port of Lake Charles	Fleet Administration	Fleet Administration' provides vehicle tracking, dispatch, and reporting capabilities to fleet management personnel. It gathers current road conditions, commercial vehicle-specific traffic and parking information, prepares vehicle routes, and provides a fleet interface for toll collection. It also provides route plan information for network performance evaluation. As part of the tracking function, it monitors commercial vehicle location, compares it against the known route and notifies the Emergency Management Center and Fleet-Freight Manager of any deviations, including HAZMAT route restriction violations. It supports carrier participation in wireless roadside inspection programs, monitoring geographic trigger areas and providing current safety data on behalf of the commercial vehicles it manages. It supports pre-hiring checks for potential drivers and monitors the performance of each driver who is hired. It also supports ongoing monitoring of the company's safety performance.	The center shall obtain and manage commercial vehicle routes for its fleet of vehicles, taking into account route restrictions, advance payment of tolls, HAZMAT restrictions, current traffic and road conditions, loading zone conditions, and incident information provided by traveler information systems.	Existing
Port of Lake Charles	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.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
Port of Lake Charles	Freight Administration and Management	Freight Administration and Management' manages the movement of freight from source to destination. It interfaces to intermodal customers to setup and schedule transportation and coordinates with intermodal terminals and freight consolidation stations to coordinate the shipment. It coordinates with the appropriate government agencies to expedite the movement of trucks, their drivers, and their cargo across international borders. The application monitors the status of the freight and freight equipment (container, trailer, or chassis) and monitors freight location and compares it against the planned route.	The center shall collect data from the commercial vehicles carrying freight or from the freight equipment itself. Data includes container, trailer, or chassis information regarding identity, type, location, brake wear data, mileage, seal number/type, door open/close status, chassis bare/covered status, tethered/untethered status, bill of lading, and sensor status.	Existing
Port of Lake Charles	Freight Administration and Management	Freight Administration and Management' manages the movement of freight from source to destination. It interfaces to intermodal customers to setup and schedule transportation and coordinates with intermodal terminals and freight consolidation stations to coordinate the shipment. It coordinates with the appropriate government agencies to expedite the movement of trucks, their drivers, and their cargo across international borders. The application monitors the status of the freight and freight equipment (container, trailer, or chassis) and monitors freight location and compares it against the planned route.	The center shall coordinate the shipment of cargo using freight equipment with intermodal freight depots. Information to be coordinated includes information regarding a freight transportation booking and the assigned driver and vehicle scheduled to transport the freight along with cargo movement logs, routing information, and cargo ID.	Existing
Port of Lake Charles	Freight Administration and Management	Freight Administration and Management' manages the movement of freight from source to destination. It interfaces to intermodal customers to setup and schedule transportation and coordinates with intermodal terminals and freight consolidation stations to coordinate the shipment. It coordinates with the appropriate government agencies to expedite the movement of trucks, their drivers, and their cargo across international borders. The application monitors the status of the freight and freight equipment (container, trailer, or chassis) and monitors freight location and compares it against the planned route.	The center shall provide the interface with intermodal freight shippers to setup transportation for freight equipment. Inputs to this include information about the shipper, consignee, commodities, pick-up and drop-off locations for freight equipment. Outputs include information about the driver and commercial vehicle that will be transporting the freight.	Existing
Private Toll Payment Center	PAC Data Collection	PAC Data Collection' collects and stores toll, road use, parking, and other payment information that is collected in the course of operations performed by the Payment Administration 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 payment administration center shall produce sample products of the data available.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Private Toll Payment Center	PAC Data Collection	PAC Data Collection' collects and stores toll, road use, parking, and other payment information that is collected in the course of operations performed by the Payment Administration Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The center shall receive and respond to requests from ITS Archives for either a catalog of the toll data or for the data itself.	Planned
Private Toll Payment Center	PAC Data Collection	PAC Data Collection' collects and stores toll, road use, parking, and other payment information that is collected in the course of operations performed by the Payment Administration 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 toll operational data and roadway pricing data.	Planned
Private Toll Payment Center	PAC Data Collection	PAC Data Collection' collects and stores toll, road use, parking, and other payment information that is collected in the course of operations performed by the Payment Administration 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 payment administration 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.	Planned
Private Toll Payment Center	PAC Payment Administration	PAC Payment Administration' provides administration and management of payments associated with electronic toll collection, parking payments, and other e-payments. It provides the back office functions that support enrollment, pricing, reduced fare eligibility, payment reconciliation with financial institutions, and violation notification to enforcement agencies. It also supports dynamic pricing to support demand management, allow/block-list management and token validation.	The center shall provide secure user account management, providing user access to rules and policies, current billing status, invoices, payments, and mechanisms for review and challenge of the collected data.	Planned
Private Toll Payment Center	PAC Payment Administration	PAC Payment Administration' provides administration and management of payments associated with electronic toll collection, parking payments, and other e-payments. It provides the back office functions that support enrollment, pricing, reduced fare eligibility, payment reconciliation with financial institutions, and violation notification to enforcement agencies. It also supports dynamic pricing to support demand management, allow/block-list management and token validation.	The center shall manage the details of toll payment violations based on vehicle information from the ITS roadway payment equipment, registration information from the Department of Motor Vehicles, invalid payment information from a Financial Institution, and previous violation information stored locally, and report such violations to appropriate law enforcement agencies.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Private Toll Payment Center	PAC Payment Administration	PAC Payment Administration' provides administration and management of payments associated with electronic toll collection, parking payments, and other e-payments. It provides the back office functions that support enrollment, pricing, reduced fare eligibility, payment reconciliation with financial institutions, and violation notification to enforcement agencies. It also supports dynamic pricing to support demand management, allow/block-list management and token validation.	The center shall report payment violations including vehicle information and vehicle image to the designated Enforcement Agency.	Planned
Private Toll Payment Center	PAC Payment Administration	PAC Payment Administration' provides administration and management of payments associated with electronic toll collection, parking payments, and other e-payments. It provides the back office functions that support enrollment, pricing, reduced fare eligibility, payment reconciliation with financial institutions, and violation notification to enforcement agencies. It also supports dynamic pricing to support demand management, allow/block-list management and token validation.	The center shall provide toll pricing information to other transportation centers.	Planned
Private Toll Payment Center	PAC Payment Administration	PAC Payment Administration' provides administration and management of payments associated with electronic toll collection, parking payments, and other e-payments. It provides the back office functions that support enrollment, pricing, reduced fare eligibility, payment reconciliation with financial institutions, and violation notification to enforcement agencies. It also supports dynamic pricing to support demand management, allow/block-list management and token validation.	The center shall manage a local billing database for toll customers.	Planned
Private Toll Payment Center	PAC Payment Administration	PAC Payment Administration' provides administration and management of payments associated with electronic toll collection, parking payments, and other e-payments. It provides the back office functions that support enrollment, pricing, reduced fare eligibility, payment reconciliation with financial institutions, and violation notification to enforcement agencies. It also supports dynamic pricing to support demand management, allow/block-list management and token validation.	The center shall manage toll transactions, including maintaining a log of all transactions and toll pricing structure information.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Private Toll Payment Center	PAC Payment Administration	PAC Payment Administration' provides administration and management of payments associated with electronic toll collection, parking payments, and other e-payments. It provides the back office functions that support enrollment, pricing, reduced fare eligibility, payment reconciliation with financial institutions, and violation notification to enforcement agencies. It also supports dynamic pricing to support demand management, allow/block-list management and token validation.	For electronic toll payments requiring financial payment, the center shall process the financial information from ITS roadway payment equipment and manage an interface to a Financial Institution.	Planned
Private Toll Payment Center	PAC Payment Administration	PAC Payment Administration' provides administration and management of payments associated with electronic toll collection, parking payments, and other e-payments. It provides the back office functions that support enrollment, pricing, reduced fare eligibility, payment reconciliation with financial institutions, and violation notification to enforcement agencies. It also supports dynamic pricing to support demand management, allow/block-list management and token validation.	The center shall provide a bank card / fare pair to a financial processor for conditional approval of fare payment.	Planned
Private Toll Payment Center	PAC Payment Administration	PAC Payment Administration' provides administration and management of payments associated with electronic toll collection, parking payments, and other e-payments. It provides the back office functions that support enrollment, pricing, reduced fare eligibility, payment reconciliation with financial institutions, and violation notification to enforcement agencies. It also supports dynamic pricing to support demand management, allow/block-list management and token validation.	The center shall approve charges based on a pre-existing white/black list.	Planned
Private Toll Payment Center	PAC Payment Administration	PAC Payment Administration' provides administration and management of payments associated with electronic toll collection, parking payments, and other e-payments. It provides the back office functions that support enrollment, pricing, reduced fare eligibility, payment reconciliation with financial institutions, and violation notification to enforcement agencies. It also supports dynamic pricing to support demand management, allow/block-list management and token validation.	The Payment Processor needs to collect and aggregate charges over a time period.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Private Toll Payment Center	PAC Payment Administration	PAC Payment Administration' provides administration and management of payments associated with electronic toll collection, parking payments, and other e-payments. It provides the back office functions that support enrollment, pricing, reduced fare eligibility, payment reconciliation with financial institutions, and violation notification to enforcement agencies. It also supports dynamic pricing to support demand management, allow/block-list management and token validation.	The Payment Processor needs to learn when a card has been lost.	Planned
Private Toll Payment Center	PAC Payment Administration	PAC Payment Administration' provides administration and management of payments associated with electronic toll collection, parking payments, and other e-payments. It provides the back office functions that support enrollment, pricing, reduced fare eligibility, payment reconciliation with financial institutions, and violation notification to enforcement agencies. It also supports dynamic pricing to support demand management, allow/block-list management and token validation.	The Payment Processor needs to learn when a card has been used fraudulently.	Planned
Private Toll Payment Center	PAC Payment Administration	PAC Payment Administration' provides administration and management of payments associated with electronic toll collection, parking payments, and other e-payments. It provides the back office functions that support enrollment, pricing, reduced fare eligibility, payment reconciliation with financial institutions, and violation notification to enforcement agencies. It also supports dynamic pricing to support demand management, allow/block-list management and token validation.	The center shall register users for an electronic payment system, establishing accounts that identify owner billing information and preferences.	Planned
Private Toll Payment Center	PAC Payment Administration	PAC Payment Administration' provides administration and management of payments associated with electronic toll collection, parking payments, and other e-payments. It provides the back office functions that support enrollment, pricing, reduced fare eligibility, payment reconciliation with financial institutions, and violation notification to enforcement agencies. It also supports dynamic pricing to support demand management, allow/block-list management and token validation.	The center shall provide secure user account management for the electronic payment system, providing user access to rules and policies, current billing status, invoices, payments, and mechanisms for review and challenge of the collected data.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Private Toll Payment Center	PAC Payment Administration	PAC Payment Administration' provides administration and management of payments associated with electronic toll collection, parking payments, and other e-payments. It provides the back office functions that support enrollment, pricing, reduced fare eligibility, payment reconciliation with financial institutions, and violation notification to enforcement agencies. It also supports dynamic pricing to support demand management, allow/block-list management and token validation.	This center shall maintain and publish the prices for the electronic payment system.	Planned
Private Toll Payment Center	PAC Payment Administration	PAC Payment Administration' provides administration and management of payments associated with electronic toll collection, parking payments, and other e-payments. It provides the back office functions that support enrollment, pricing, reduced fare eligibility, payment reconciliation with financial institutions, and violation notification to enforcement agencies. It also supports dynamic pricing to support demand management, allow/block-list management and token validation.	The center shall receive traveler payment information and compute the cost of using the portion of the transportation system.	Planned
Private Toll Payment Center	PAC Payment Administration	PAC Payment Administration' provides administration and management of payments associated with electronic toll collection, parking payments, and other e-payments. It provides the back office functions that support enrollment, pricing, reduced fare eligibility, payment reconciliation with financial institutions, and violation notification to enforcement agencies. It also supports dynamic pricing to support demand management, allow/block-list management and token validation.	The center shall process and clear payments from travelers and vehicle owners.	Planned
Private Toll Payment Center	PAC Payment Administration	PAC Payment Administration' provides administration and management of payments associated with electronic toll collection, parking payments, and other e-payments. It provides the back office functions that support enrollment, pricing, reduced fare eligibility, payment reconciliation with financial institutions, and violation notification to enforcement agencies. It also supports dynamic pricing to support demand management, allow/block-list management and token validation.	The center shall coordinate with payment administration centers that serve as a clearing house for a regional payment system in order to perform payment reconciliation.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Private Toll Payment Center	PAC Payment Administration	PAC Payment Administration' provides administration and management of payments associated with electronic toll collection, parking payments, and other e-payments. It provides the back office functions that support enrollment, pricing, reduced fare eligibility, payment reconciliation with financial institutions, and violation notification to enforcement agencies. It also supports dynamic pricing to support demand management, allow/block-list management and token validation.	The center shall exchange data with other payment administration centers in order to coordinate electronic payments systems use and pricing.	Planned
Private Toll Payment Center	PAC Road Pricing Administration	PAC Road Pricing Administration' enables payment for road use based on VMT, vehicle type, vehicle emissions, or other parameters. It establishes a price schedule based on these parameters that may vary by time, location or zone, vehicle type, and/or vehicle behavior. Pricing strategies may also include incentives that allow reimbursement of fees previously paid for good behavior (e.g., VMT reductions, economical driving behavior, avoidance of peak periods or congested zones). It receives vehicle data (e.g., time stamped roadways used by the vehicle since the last transmission) and computes the total cost to the vehicle owner for payment. Based on owner preference, this cost is either billed to the owner or requested from an in-vehicle payment instrument. Payment for use of roadways not operated by the specific instance of the VMT Payment Administration that the vehicle is registered with, will be reconciled. Payment violations can be reported to Enforcement Agencies when appropriate. Finally, vehicle owners can interact with this object using personal devices or public terminals to setup and edit account preferences for owned vehicles, get account reports, and make payments.	The center shall monitor the operational status of road pricing field equipment and identify equipment faults.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Private Toll Payment Center	PAC Road Pricing Administration	PAC Road Pricing Administration' enables payment for road use based on VMT, vehicle type, vehicle emissions, or other parameters. It establishes a price schedule based on these parameters that may vary by time, location or zone, vehicle type, and/or vehicle behavior. Pricing strategies may also include incentives that allow reimbursement of fees previously paid for good behavior (e.g., VMT reductions, economical driving behavior, avoidance of peak periods or congested zones). It receives vehicle data (e.g., time stamped roadways used by the vehicle since the last transmission) and computes the total cost to the vehicle owner for payment. Based on owner preference, this cost is either billed to the owner or requested from an in-vehicle payment instrument. Payment for use of roadways not operated by the specific instance of the VMT Payment Administration that the vehicle is registered with, will be reconciled. Payment violations can be reported to Enforcement Agencies when appropriate. Finally, vehicle owners can interact with this object using personal devices or public terminals to setup and edit account preferences for owned vehicles, get account reports, and make payments.	The center shall process and clear payments from vehicle owners and operators as well as payments to other Center Road Pricing Payment Administration through clearing houses provided by financial institutions.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Private Toll Payment Center	PAC Road Pricing Administration	PAC Road Pricing Administration' enables payment for road use based on VMT, vehicle type, vehicle emissions, or other parameters. It establishes a price schedule based on these parameters that may vary by time, location or zone, vehicle type, and/or vehicle behavior. Pricing strategies may also include incentives that allow reimbursement of fees previously paid for good behavior (e.g., VMT reductions, economical driving behavior, avoidance of peak periods or congested zones). It receives vehicle data (e.g., time stamped roadways used by the vehicle since the last transmission) and computes the total cost to the vehicle owner for payment. Based on owner preference, this cost is either billed to the owner or requested from an in-vehicle payment instrument. Payment for use of roadways not operated by the specific instance of the VMT Payment Administration that the vehicle is registered with, will be reconciled. Payment violations can be reported to Enforcement Agencies when appropriate. Finally, vehicle owners can interact with this object using personal devices or public terminals to setup and edit account preferences for owned vehicles, get account reports, and make payments.	The center shall coordinate with other Road Pricing Payment Administration systems to reconcile and apportion payments for vehicles registered in other jurisdictions	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Private Toll Payment Center	PAC Road Pricing Administration	PAC Road Pricing Administration' enables payment for road use based on VMT, vehicle type, vehicle emissions, or other parameters. It establishes a price schedule based on these parameters that may vary by time, location or zone, vehicle type, and/or vehicle behavior. Pricing strategies may also include incentives that allow reimbursement of fees previously paid for good behavior (e.g., VMT reductions, economical driving behavior, avoidance of peak periods or congested zones). It receives vehicle data (e.g., time stamped roadways used by the vehicle since the last transmission) and computes the total cost to the vehicle owner for payment. Based on owner preference, this cost is either billed to the owner or requested from an in-vehicle payment instrument. Payment for use of roadways not operated by the specific instance of the VMT Payment Administration that the vehicle is registered with, will be reconciled. Payment violations can be reported to Enforcement Agencies when appropriate. Finally, vehicle owners can interact with this object using personal devices or public terminals to setup and edit account preferences for owned vehicles, get account reports, and make payments.	This center shall maintain and publish road use prices, as configured by the Payment Administrator.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Private Toll Payment Center	PAC Road Pricing Administration	PAC Road Pricing Administration' enables payment for road use based on VMT, vehicle type, vehicle emissions, or other parameters. It establishes a price schedule based on these parameters that may vary by time, location or zone, vehicle type, and/or vehicle behavior. Pricing strategies may also include incentives that allow reimbursement of fees previously paid for good behavior (e.g., VMT reductions, economical driving behavior, avoidance of peak periods or congested zones). It receives vehicle data (e.g., time stamped roadways used by the vehicle since the last transmission) and computes the total cost to the vehicle owner for payment. Based on owner preference, this cost is either billed to the owner or requested from an in-vehicle payment instrument. Payment for use of roadways not operated by the specific instance of the VMT Payment Administration that the vehicle is registered with, will be reconciled. Payment violations can be reported to Enforcement Agencies when appropriate. Finally, vehicle owners can interact with this object using personal devices or public terminals to setup and edit account preferences for owned vehicles, get account reports, and make payments.	The center shall provide the status of an electronic payment transaction provided directly to the driver via sign or other roadside infrastructure.	Planned
SWLA 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 provide the capability to execute methods on the incoming data such as cleansing, summarizations, aggregations, or transformations applied to the data before it is stored in the archive.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
SWLA 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 for archive data from archive data users (centers, field devices).	Planned
SWLA 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 include capabilities for archive to archive coordination.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
SWLA 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.	Planned
SWLA 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.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
SWLA 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).	Planned
SWLA 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 store collected data in an information repository.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
SWLA 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 perform quality checks on collected data.	Planned
SWLA 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 notify the system operator of errors related to data collection, analysis and archival.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
SWLA 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 the archive data.	Planned
SWLA 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 data distribution systems and other data sources.	Planned
SWLA Database	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
SWLA Database	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.	Planned
SWLA Database	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
SWLA Database	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
SWLA Database	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.		
SWLA Database	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
SWLA Database	Archive Situation Data Archival	Archive Situation Data Archival' collects and archives traffic, roadway, and environmental information for use in off-line planning, research, and analysis. It controls and collects information directly from equipment at the roadside, reflecting the deployment of traffic detectors that are used primarily for traffic monitoring and planning purposes, rather than for traffic management. It also collects situation data from connected vehicles. The data collected, quality checks performed, and aggregation strategies are defined to support transportation system performance monitoring and management.	The center shall provide the capability to adjust the collection of field-sourced data based on the statistical measures.	Planned
SWLA Database	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
SWLA Database	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
SWLA Database	Transit Center Data Collection	Transit Center Data Collection' collects and stores transit information that is collected in the course of transit operations performed by the Transit Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The center shall collect transit management data such as transit fares and passenger use, transit services, paratransit operations, transit vehicle maintenance data, etc.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
SWLA Database	Transit Center Data Collection	Transit Center Data Collection' collects and stores transit information that is collected in the course of transit operations performed by the Transit Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The transit management center shall assign quality control metrics and meta-data to be stored along with the data. Meta-data may include attributes that describe the source and quality of the data and the conditions surrounding the collection of the data.	Planned
SWLA Database	Transit Center Data Collection	Transit Center Data Collection' collects and stores transit information that is collected in the course of transit operations performed by the Transit Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The center shall receive and respond to requests from ITS Archives for either a catalog of the transit data or for the data itself.	Planned
SWLA Database	Transit Center Data Collection	Transit Center Data Collection' collects and stores transit information that is collected in the course of transit operations performed by the Transit Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The transit management center shall produce sample products of the data available.	Planned
Toll Field Equipment	Roadway Toll Collection Support	Roadway Toll Collection Support' provides toll plazas the capability to identify properly equipped vehicles, collect electronic tolls, and provide a positive indication to the driver that a toll was collected. Violators are identified and images are collected. Toll transactions are stored and reported to the Payment Administration Center.	The field element shall control cameras, obtain images, and forward images of toll violators to a center.	Planned
Toll Field Equipment	Roadway Toll Collection Support	Roadway Toll Collection Support' provides toll plazas the capability to identify properly equipped vehicles, collect electronic tolls, and provide a positive indication to the driver that a toll was collected. Violators are identified and images are collected. Toll transactions are stored and reported to the Payment Administration Center.	The field element shall read the credit identity from the passing vehicle and send that identity and the amount to be debited to a center.	Planned
Toll Field Equipment	Roadway Toll Collection Support	Roadway Toll Collection Support' provides toll plazas the capability to identify properly equipped vehicles, collect electronic tolls, and provide a positive indication to the driver that a toll was collected. Violators are identified and images are collected. Toll transactions are stored and reported to the Payment Administration Center.	The field element shall support advanced toll payment by checking the vehicle's toll information against a stored list of advanced payments, and debiting the toll from the list in the case of a match.	Planned
Toll Field Equipment	Roadway Toll Collection Support	Roadway Toll Collection Support' provides toll plazas the capability to identify properly equipped vehicles, collect electronic tolls, and provide a positive indication to the driver that a toll was collected. Violators are identified and images are collected. Toll transactions are stored and reported to the Payment Administration Center.	In the case of closed toll systems, the field element shall update the vehicle on-board data with the system entry point, and upon toll system exit, use the stored data in the calculation of the toll.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Toll Field Equipment	Roadway Toll Collection Support	Roadway Toll Collection Support' provides toll plazas the capability to identify properly equipped vehicles, collect electronic tolls, and provide a positive indication to the driver that a toll was collected. Violators are identified and images are collected. Toll transactions are stored and reported to the Payment Administration Center.	The field element shall control roadside displays indicating success or failure of the toll transaction to the driver.	Planned
Toll Field Equipment	Roadway Toll Collection Support	Roadway Toll Collection Support' provides toll plazas the capability to identify properly equipped vehicles, collect electronic tolls, and provide a positive indication to the driver that a toll was collected. Violators are identified and images are collected. Toll transactions are stored and reported to the Payment Administration Center.	The field element shall calculate the toll due based on the vehicle characteristics (vehicle size, weight, axle count, etc.) and stored toll prices.	Planned
Toll Field Equipment	Roadway Toll Collection Support	Roadway Toll Collection Support' provides toll plazas the capability to identify properly equipped vehicles, collect electronic tolls, and provide a positive indication to the driver that a toll was collected. Violators are identified and images are collected. Toll transactions are stored and reported to the Payment Administration Center.	The field element shall read data from passing vehicles to support toll payment transactions.	Planned
Tourism and Travel Service Information Sources	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
Tourism and Travel Service Information Sources	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
Transit Service	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.		

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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Transit Service	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
Transit Service	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.		

Element Name	Functional Object	Functional Object Description	Requirement	Status
Transit Service	Transit Center Data Collection	Transit Center Data Collection' collects and stores transit information that is collected in the course of transit operations performed by the Transit Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The center shall collect transit management data such as transit fares and passenger use, transit services, paratransit operations, transit vehicle maintenance data, etc.	Existing
Transit Service	Transit Center Data Collection	Transit Center Data Collection' collects and stores transit information that is collected in the course of transit operations performed by the Transit Management Center. This data can be used directly by operations personnel or it can be made available to other data users and archives in the region.	The transit management center shall assign quality control metrics and meta-data to be stored along with the data. Meta-data may include attributes that describe the source and quality of the data and the conditions surrounding the collection of the data.	Existing
Transit Service	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 support the payment of transit fare transactions using data provided by the traveler cards / payment instruments.	Existing
Transit Service	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Transit Service	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
Transit Service	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 provide the interface to the system operator to control the generation of new routes and schedules (transit services) including the ability to review and update the parameters used by the routes and schedules generation processes and to initiate these processes	Existing
Transit Service	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
Transit Service	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

Element Name	Functional Object	Functional Object Description	Requirement	Status
Transit Service	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
Transit Service	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 travelers using public transportation with traffic and advisory information upon request. Such information may include transit routes, schedules, transfer options, fares, real-time schedule adherence, current incidents, weather conditions, and special events.	Existing
Transit Service	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 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.	The center shall coordinate schedules and services with traffic management, parking management, and event planning systems.	Existing
Transit Service	Transit Center Paratransit Operations	Transit Center Paratransit Operations' manages demand responsive transit services, including paratransit services. It supports planning and scheduling of these services, allowing paratransit and other demand response transit services to plan efficient routes and better estimate arrival times. It also supports automated dispatch of paratransit vehicles and tracks passenger pick-ups and drop-offs. Customer service operator systems are updated with the most current schedule information.	The center shall process trip requests for demand responsive transit services, i.e. paratransit. Sources of the requests may include traveler information service providers.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
Transit Service	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
Transit Service	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
Transit Service	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 support the back-office portion of functionality to authenticate transit vehicle operators.	Existing
Transit Service	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
Transit Service	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.	The center shall assign individual transit vehicles to transit blocks.	Existing
Transit Service	Transit Evacuation Support	Transit Evacuation Support' manages transit resources to support evacuation and subsequent reentry of a population in the vicinity of a disaster or other emergency. It supports coordination of regional evacuation plans, identifying the transit role in a regional evacuation and identifying transit resources that would be used. During an evacuation, it coordinates the use of transit and school bus fleets, supporting evacuation of those with special needs and the general population. Transit service and fare schedules are adjusted and updated service and fare information is made available through traveler information systems.	The center shall coordinate regional evacuation plans with Emergency Management - identifying the transit role in an evacuation and the transit resources that would be used.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
Transit Service	Transit Evacuation Support	Transit Evacuation Support' manages transit resources to support evacuation and subsequent reentry of a population in the vicinity of a disaster or other emergency. It supports coordination of regional evacuation plans, identifying the transit role in a regional evacuation and identifying transit resources that would be used. During an evacuation, it coordinates the use of transit and school bus fleets, supporting evacuation of those with special needs and the general population. Transit service and fare schedules are adjusted and updated service and fare information is made available through traveler information systems.	The center shall manage the use of transit resources to support evacuation and subsequent reentry of a population in the vicinity of a disaster or other emergency.	Existing
Transit Service	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.		
Transit Service	Transit Vehicle On-Board Paratransit Operations	Transit Vehicle On-board Paratransit Operations' forwards paratransit and flexible-route dispatch requests to the operator and forwards acknowledgements to the center. It coordinates with, and assists the operator in managing multi-stop runs associated with demand responsive transit services including paratransit. It collects transit vehicle passenger data and makes it available to the center.		
Transit Service	Transit Vehicle Passenger Counting	Transit Vehicle Passenger Counting' collects transit vehicle loading data and makes it available to the center.		
Transit Service	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).		

Element Name	Functional Object	Functional Object Description	Requirement	Status
Transit Vehicle	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.	The transit vehicle shall provide fare statistics data to the center.	Existing
Transit Vehicle	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.	The transit vehicle shall read data from the traveler card / payment instrument presented by boarding passengers.	Existing
Transit Vehicle	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.	The transit vehicle shall provide a transit fare payment interface that is suitable for travelers with physical disabilities.	Existing
Transit Vehicle	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.	The transit vehicle shall broadcast advisories about the imminent arrival of the transit vehicle at the next stop via an on-board automated annunciation system.	Existing
Transit Vehicle	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.	The transit vehicle shall collect and process vehicle mileage data available to sensors on-board.	Existing
Transit Vehicle	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.	The transit vehicle shall collect and process the transit vehicle's operating conditions such as engine temperature, oil pressure, brake wear, internal lighting, environmental controls, etc.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
Transit Vehicle	Transit Vehicle On-Board Paratransit Operations	Transit Vehicle On-board Paratransit Operations' forwards paratransit and flexible-route dispatch requests to the operator and forwards acknowledgements to the center. It coordinates with, and assists the operator in managing multi-stop runs associated with demand responsive transit services including paratransit. It collects transit vehicle passenger data and makes it available to the center.	The transit vehicle shall manage data input to sensor(s) on-board a transit vehicle to determine the vehicle's availability for use in demand responsive and flexible-route transit services based on identity, type, and passenger capacity.	Existing
Transit Vehicle	Transit Vehicle On-Board Paratransit Operations	Transit Vehicle On-board Paratransit Operations' forwards paratransit and flexible-route dispatch requests to the operator and forwards acknowledgements to the center. It coordinates with, and assists the operator in managing multi-stop runs associated with demand responsive transit services including paratransit. It collects transit vehicle passenger data and makes it available to the center.	The transit vehicle shall provide the capability to log passenger boardings and alightings and make passenger use data available to the transit center.	Existing
Transit Vehicle	Transit Vehicle On-Board Paratransit Operations	Transit Vehicle On-board Paratransit Operations' forwards paratransit and flexible-route dispatch requests to the operator and forwards acknowledgements to the center. It coordinates with, and assists the operator in managing multi-stop runs associated with demand responsive transit services including paratransit. It collects transit vehicle passenger data and makes it available to the center.	The transit vehicle shall provide the transit vehicle operator instructions about the demand responsive or flexible-route transit schedule that has been confirmed from the center.	Existing
Transit Vehicle	Transit Vehicle On-Board Paratransit Operations	Transit Vehicle On-board Paratransit Operations' forwards paratransit and flexible-route dispatch requests to the operator and forwards acknowledgements to the center. It coordinates with, and assists the operator in managing multi-stop runs associated with demand responsive transit services including paratransit. It collects transit vehicle passenger data and makes it available to the center.	The transit vehicle shall receive the status of demand responsive or flexible-route transit schedules and passenger loading from the transit vehicle operator.	Existing
Transit Vehicle	Transit Vehicle On-Board Trip Monitoring	Transit Vehicle On-Board Trip Monitoring' tracks vehicle location, monitors fuel usage, collects operational status (doors opened/closed, running times, etc.) and sends the collected, time stamped data to the Transit Management Center.	The transit vehicle shall record transit trip monitoring data including operational status information such as doors open/closed, running times, etc.	Existing
Transit Vehicle	Transit Vehicle On-Board Trip Monitoring	Transit Vehicle On-Board Trip Monitoring' tracks vehicle location, monitors fuel usage, collects operational status (doors opened/closed, running times, etc.) and sends the collected, time stamped data to the Transit Management Center.	The transit vehicle shall record transit trip monitoring data including vehicle mileage and fuel usage.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
Transit Vehicle	Transit Vehicle On-Board Trip Monitoring	Transit Vehicle On-Board Trip Monitoring' tracks vehicle location, monitors fuel usage, collects operational status (doors opened/closed, running times, etc.) and sends the collected, time stamped data to the Transit Management Center.	The transit vehicle shall track the current location of the transit vehicle.	Existing
Transit Vehicle	Transit Vehicle Passenger Counting	Transit Vehicle Passenger Counting' collects transit vehicle loading data and makes it available to the center.	The passenger counts shall be related to location to support association of passenger counts with routes, route segments, or bus stops.	Existing
Transit Vehicle	Transit Vehicle Passenger Counting	Transit Vehicle Passenger Counting' collects transit vehicle loading data and makes it available to the center.	The passenger counts shall be timestamped so that ridership can be measured by time of day and day of week.	Existing
Transit Vehicle	Transit Vehicle Passenger Counting	Transit Vehicle Passenger Counting' collects transit vehicle loading data and makes it available to the center.	The transit vehicle shall count passengers boarding and alighting.	Existing
Transit Vehicle	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.	The transit vehicle shall receive a vehicle assignment including transit route information, transit service instructions, traffic information, road conditions, and other information for the operator.	Existing
Transit Vehicle	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.	The transit vehicle shall calculate the estimated times of arrival (ETA) at transit stops.	Existing
Transit Vehicle	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.	The transit vehicle shall use the route information and its current location to determine the deviation from the predetermined schedule.	Existing
Transit Vehicle	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.	The transit vehicle shall notify the transit center of vehicle location and operational status as the vehicle exits and returns to the transit facility to support future vehicle assignments.	Existing

Element Name	Functional Object	Functional Object Description	Requirement	Status
Transit Vehicle	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).	The transit vehicle shall perform video and audio surveillance inside of transit vehicles and output raw video or audio data for either local monitoring (for processing or direct output to the transit vehicle operator), remote monitoring or for local storage (e.g., in an event recorder).	Existing
Transit Vehicle	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).	The transit vehicle shall perform local monitoring of video or audio surveillance data collected inside of transit vehicles, and identify potential incidents or threats based on received processing parameters.	Existing
Traveler	Personal Interactive Traveler Information	Personal Interactive Traveler Information' provides traffic information, road conditions, transit information, yellow pages (traveler services) information, special event information, and other traveler information that is specifically tailored based on the traveler's request and/or previously submitted traveler profile information. It also supports interactive services that support enrollment, account management, and payments for transportation services. The interactive traveler information capability is provided by personal devices including personal computers and personal portable devices such as smart phones.	The personal traveler interface shall base requests from the traveler on the traveler's current location or a specific location identified by the traveler, and filter the provided information accordingly.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Traveler	Personal Interactive Traveler Information	Personal Interactive Traveler Information' provides traffic information, road conditions, transit information, yellow pages (traveler services) information, special event information, and other traveler information that is specifically tailored based on the traveler's request and/or previously submitted traveler profile information. It also supports interactive services that support enrollment, account management, and payments for transportation services. The interactive traveler information capability is provided by personal devices including personal computers and personal portable devices such as smart phones.	The personal traveler interface shall store frequently requested or used data, including the traveler's identity, home and work locations, etc.	Planned
Traveler	Personal Interactive Traveler Information	Personal Interactive Traveler Information' provides traffic information, road conditions, transit information, yellow pages (traveler services) information, special event information, and other traveler information that is specifically tailored based on the traveler's request and/or previously submitted traveler profile information. It also supports interactive services that support enrollment, account management, and payments for transportation services. The interactive traveler information capability is provided by personal devices including personal computers and personal portable devices such as smart phones.	The personal traveler interface shall receive wide-area alerts and present it to the traveler.	Planned
Traveler	Personal Interactive Traveler Information	Personal Interactive Traveler Information' provides traffic information, road conditions, transit information, yellow pages (traveler services) information, special event information, and other traveler information that is specifically tailored based on the traveler's request and/or previously submitted traveler profile information. It also supports interactive services that support enrollment, account management, and payments for transportation services. The interactive traveler information capability is provided by personal devices including personal computers and personal portable devices such as smart phones.	The personal traveler interface shall accept personal preferences, recurring trip characteristics, and traveler alert subscription information from the traveler and send this information to a center to support customized traveler information services.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Traveler	Personal Interactive Traveler Information	Personal Interactive Traveler Information' provides traffic information, road conditions, transit information, yellow pages (traveler services) information, special event information, and other traveler information that is specifically tailored based on the traveler's request and/or previously submitted traveler profile information. It also supports interactive services that support enrollment, account management, and payments for transportation services. The interactive traveler information capability is provided by personal devices including personal computers and personal portable devices such as smart phones.	The personal traveler interface shall receive evacuation information from a center and present it to the traveler.	Planned
Traveler	Personal Interactive Traveler Information	Personal Interactive Traveler Information' provides traffic information, road conditions, transit information, yellow pages (traveler services) information, special event information, and other traveler information that is specifically tailored based on the traveler's request and/or previously submitted traveler profile information. It also supports interactive services that support enrollment, account management, and payments for transportation services. The interactive traveler information capability is provided by personal devices including personal computers and personal portable devices such as smart phones.	The personal traveler interface shall receive travel alerts and present them to the traveler. Relevant alerts are provided based on pre-supplied trip characteristics and preferences.	Planned
Traveler	Personal Interactive Traveler Information	Personal Interactive Traveler Information' provides traffic information, road conditions, transit information, yellow pages (traveler services) information, special event information, and other traveler information that is specifically tailored based on the traveler's request and/or previously submitted traveler profile information. It also supports interactive services that support enrollment, account management, and payments for transportation services. The interactive traveler information capability is provided by personal devices including personal computers and personal portable devices such as smart phones.	The personal traveler interface shall receive traffic information from a center and present it to the traveler upon request.	Planned

Element Name	Functional Object	Functional Object Description	Requirement	Status
Traveler	Personal Shared Use Planning	Personal Shared Use Planning' provides a personalized connection to arrange person trips that include some kind of shared mobility (e.g., car-sharing, bike-sharing). The shared use plan is calculated based on preferences and constraints supplied by the traveler and provided to the traveler for confirmation. Many equipment configurations are possible including systems that provide a basic trip plan to the traveler as well as more sophisticated systems that can provide transition by transition guidance to the traveler along a multi-modal route with transfers. Devices represented by this functional object include desktop computers at home, work, or at major trip generation sites, plus personal devices such as tablets and smart phones.		