Intelligent Transportation Systems (ITS)
Regional Architecture

FINAL REPORT

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1. INTELLIGENT TRANSPORTATION SYSTEMS (ITS) IN THE PUGET SOUND REGION

1.1 Introduction

The deployment of transportation technology, known as Intelligent Transportation Systems (ITS), in the Puget Sound region has been a recognized tool for battling congestion and providing information to travelers for over 20 years. The Washington State Department of Transportation (WSDOT) and many local jurisdictions have implemented ITS for improved management of traffic and transit services, and ITS has earned its place in the region’s transportation problem toolbox.

Technology deployments have different requirements from traditional traffic engineering or road design projects. The remote operation of field devices, information collection and sharing opportunities, and underlying communications infrastructure needs, necessitate a systems engineering approach to ITS planning. The purpose of this Regional ITS Architecture is to provide a framework to link the various ITS initiatives occurring at the local, regional and statewide levels, and provide a path towards integration of ITS applications across the state.

As the Metropolitan Planning Organization (MPO) leading the region’s transportation planning and distribution of federal funds, the Puget Sound Regional Council (PSRC) is required to develop and implement a Regional ITS Architecture. As the region’s ITS program grows and moves into new areas, the Regional ITS Architecture, originally developed in 2001, must be kept current through regular updates. Thus, the Regional Council has recognized the benefit of utilizing a new software tool called Turbo Architecture to store and maintain the Regional ITS Architecture. The Turbo Architecture application builds an ITS Architecture using a database format, simplifying future updates and maintenance activities. A “living” database can be updated regularly as a replacement to static documents that were previously the typical format for Regional Architectures.

The basis for the Turbo Architecture database is the region’s existing and planned ITS inventory. To collect the ITS data needed, an ITS deployment survey was prepared and posted to the Regional Council Web site. A letter was then mailed to the Regional Council member agencies requesting their participation in the survey. The survey requested information on existing and planned ITS field devices, centers, and agency coordination activities. Outreach meetings were also held with transit and traffic agency representatives to inform them of the update activity and request additional information.

This report has been prepared as a supplement to the Turbo Architecture database, intended to provide additional narrative information about current ITS activities, needs and future priorities of the region to meet the federal requirements for ITS architectures.

1.1.1 STRUCTURE OF THIS REPORT

This introduction continues in the following sections with a general description of the Puget Sound region and the agency stakeholders in the deployment of ITS. Section 1.2, Key Initiatives and Activities, describes the major ITS programs underway in the region. A Concept of Operations in Section 1.3 describes the vision for agency coordination and information sharing in the region. Finally, Section 1.4, Projects and Agreements Required for Implementation, describes the actions and initiatives that are needed in order for the Concept of Operations to be fully implemented.
Section 2 of this report provides more detailed information about the Regional ITS Architecture, federal requirements, and how Turbo Architecture can be used as a tool for ensuring ITS interoperability and integration across the region, while Section 3 provides Turbo Architecture database reports as a reference.

1.1.2 DESCRIPTION OF THE REGION

The Puget Sound region consists of four counties: King, Pierce, Snohomish and Kitsap, which have a combined land area of 6,287 square miles. The region contains 82 cities and towns. The central cities are Seattle and Bellevue in King County, Everett in Snohomish County, Tacoma in Pierce County, and Bremerton in Kitsap County. The four counties are home to nearly 3.3 million people and 1.7 million jobs.¹

As the population of the central Puget Sound region continues to increase, and as new housing and commercial activity are developed more intensely within the urban growth area, the existing transportation system experiences greater challenges. Although about 35 percent of the population lives in unincorporated areas, incorporation of the more densely populated portions of counties has been an emerging trend. Since 1990, 13 new cities have been formed and numerous annexations have occurred in the region, adding more than half a million people to cities and towns.

Those geographic features that uniquely define Western Washington also present barriers to providing an effective transportation system. The region is located between the Cascade and Olympic mountain ranges and is bisected by Puget Sound and Lake Washington. Largely surrounded by mountains and water, the region’s land is further constrained by steep hills and environmentally sensitive areas. This limits the amount and location of land that is suitable for development, and imposes complex and expensive infrastructure requirements.² The geographical restrictions in the Puget Sound result in a region with limited space available for new roads. Therefore, the region can benefit greatly from the use of technology to manage congestion on existing roads and enhance transit services.

1.1.3 ITS STAKEHOLDERS

ITS stakeholders are those who will plan, deploy, use, and benefit from the development of transportation technologies. All successful projects require stakeholder identification and buy-in. For the Puget Sound region, the stakeholders are considered to be all member agencies of the Regional Council, plus emergency management, transit, and other transportation-related organizations. Although many of the smaller jurisdictions have not yet begun deploying ITS, they are still considered stakeholders. These smaller jurisdictions often coordinate with other cities and counties for roads maintenance, and their citizens can also benefit from traveler information and transit enhancements provided by the larger agencies.

Stakeholder agencies at the various levels of government have different roles and levels of involvement in the deployment of ITS. These roles generally include the following:

¹ Source: PSRC, Cascadia Databook
Puget Sound counties, including King, Snohomish, Pierce and Kitsap, are considered stakeholders both of the unincorporated areas for which they have jurisdiction, as well for “contract cities” for which the counties provide services. King County in particular has operations and/or maintenance contracts with a number of smaller jurisdictions for traffic signals, and has opened its own Traffic Control Center (TCC) and has begun deploying traffic cameras and centralized signal control systems for real-time monitoring of key multi-jurisdictional corridors.

The larger cities in the region operate and maintain traffic signals along city arterials, and many have existing or planned Traffic Management Centers, centralized signal systems, traffic cameras, and other centrally controlled field devices. These agencies are also working together to coordinate signal timing along corridors that cross-jurisdictional boundaries.

<table>
<thead>
<tr>
<th>State</th>
<th>County</th>
<th>City</th>
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<tbody>
<tr>
<td>Roadway Operations and Maintenance</td>
<td>WSDOT is the owner and operator of the region’s interstates, U.S. highways, and state routes, which include most of the major commuter corridors in Puget Sound. WSDOT has been a leader in the deployment of ITS across the state, with many deployments piloted in the Seattle area and later expanded statewide. The Northwest Region is responsible for King and Snohomish counties. The Olympic Region is responsible for Pierce and Kitsap counties.</td>
<td>Puget Sound counties, including King, Snohomish, Pierce and Kitsap, are considered stakeholders both of the unincorporated areas for which they have jurisdiction, as well for “contract cities” for which the counties provide services. King County in particular has operations and/or maintenance contracts with a number of smaller jurisdictions for traffic signals, and has opened its own Traffic Control Center (TCC) and has begun deploying traffic cameras and centralized signal control systems for real-time monitoring of key multi-jurisdictional corridors.</td>
</tr>
<tr>
<td>Transit</td>
<td>Washington State Ferries is the transit division of WSDOT, which operates a number of ferry routes across Puget Sound, particularly between Seattle and Kitsap County, Vashon and Bainbridge islands.</td>
<td>County transit agencies provide fixed route and paratransit service. Sound Transit provides fixed route and light rail service across multiple counties.</td>
</tr>
<tr>
<td>Emergency Response</td>
<td>Washington State Patrol is the statewide emergency service provider. WSP responds to freeway incidents and 911 calls. WSDOT and WSP share information and coordinate on incident response.</td>
<td>County Sheriffs respond to 911 calls along county roads and in contract cities. Counties may also have a broader regional role in emergency management, such as the King County Department of Emergency Management, which operates the Regional Coordination and Emergency Communications Center (RC ECC).</td>
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Other key stakeholders at the local level are the sea and airports. In particular, the Ports of Seattle and Tacoma have begun implementing technology programs to enhance freight mobility, security and traffic management at these vital transportation hubs.
In addition to state and local agencies, several federal agencies are also considered stakeholders. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) do not operate any ITS in the region; however, they are the agencies responsible for ensuring that federal requirements are met for local ITS projects that receive federal funding, including developing and maintaining an up-to-date Regional ITS Architecture. In addition, federal security and emergency management agencies, such as the Department of Homeland Security, are considered stakeholders for the role they have in protecting the region’s critical infrastructure and responding to emergencies or disasters in the region. A complete list of stakeholders is found in Section 3.

1.2 Key Initiatives and Activities

The Puget Sound region has made significant advancements in the deployment of ITS in many areas. These deployments include projects undertaken by individual agencies and modes, as well as multi-agency and multimodal initiatives with implications for regional interoperability and information sharing. The following are the larger ITS projects and programs that are in place or underway in the region.

• **WSDOT Freeway Management System**: The Washington State Department of Transportation (WSDOT) freeway traffic management system continues to grow across the state, and particularly in the urban Puget Sound region. The management system includes the various Surveillance Control and Driver Information (SC&DI) devices used to monitor freeway conditions and inform travelers en-route, including Vehicle Detectors, Closed Circuit Television (CCTV) Cameras, Ramp Meters, Dynamic Message Signs (DMS), and Highway Advisory Radio (HAR). The field devices provide the data for WSDOT’s traveler information website and 511 phone system. The system is controlled from WSDOT’s regional Traffic Management Centers (TMC), one in Shoreline (for the WSDOT Northwest Region) and the other in Tacoma (for the WSDOT Olympic Region).

• **Local Agency Traffic Management Centers**: Cities and counties throughout the region have also deployed centers for the real-time monitoring of traffic in their jurisdictions. These centers are being established with the capabilities to implement signal timing plans in response to changing traffic conditions, monitor traffic conditions with CCTV cameras and roadway traffic surveillance equipment and facilitate the implementation of transit signal priority.

• **Center-to-Center (C2C) Communications**: The implementation of traffic management centers by neighboring jurisdictions at the state, county and city level has presented a number of opportunities for improving coordination by establishing center-to-center electronic information sharing. These connections enable functions such as access to traffic cameras and implementation of coordinated signal timing along corridors where signals are operated by several agencies. A number of connections are currently in place, with more planned.

• **Transit ITS and Central Operations**: Transit agencies in the region, particularly Sound Transit and King County Metro, have begun deploying in-vehicle devices that allow for real-time tracking of transit vehicle location, passenger counts, and other information from a central location. Plans are underway to provide more real-time bus location information to riders over the Internet and at bus stops.

• **Electronic Fare Payment**: The region’s transit agencies, including Washington State Ferries, are now on the verge of implementing the One Regional Card for All (ORCA) regional Smart Card electronic fare payment system. ORCA will be accepted as
payment for a variety of modes (bus, commuter rail, light rail, and ferries), and provide stored value, period pass, and other fare payment functions. ORCA will also be accepted as payment for the toll at Tacoma Narrows Bridge.

- **Transit Trip Planner**: The region’s transit agencies have been cooperating on a joint project to build an automated transit schedule and route information system that provides each of the transit agencies with information for all transit systems. The Regional Trip Planner links Pierce Transit, Community Transit, King County Metro, and Sound Transit.

- **Transit Signal Priority**: Transit Signal Priority (TSP) is a cooperative effort between transit and traffic agencies to deploy equipment on buses and at signaled intersections that allows a transit operator to request signal priority when the bus is running behind schedule. Planning for TSP requires close coordination and agreement among agencies for the operation, installation and maintenance of TSP. TSP has been successfully deployed by several jurisdictions, with more planned.

- **Critical Infrastructure Protection**: As the owner/operator of many critically important, high-profile structures across the state, including bridges, tunnels, and ferries, WSDOT is facing a new area of business in terms of securing this infrastructure from threats. WSDOT has completed the process of identifying these critical structures, and is now looking to implement equipment and systems for monitoring and improving communication and coordination between federal, state, and local agencies. Other new programs include enhanced security as a part of daily ferry operations, including passenger screenings.

- **Road Pricing and Electronic Toll Collection (ETC)**: Two new tolled facilities that use Electronic Toll Collection will be opening in the region in the near term. The second parallel span of the Tacoma Narrows Bridge will be tolled in the eastbound direction. A pilot deployment of High Occupancy Toll (HOT) lanes along SR 167 will use pricing to manage traffic. WSDOT has also undertaken a statewide study to consider options for using tolls to manage traffic on other congested corridors and crossings, including SR 520, I-90 and the Alaskan Way Viaduct, and as a revenue source. The Regional Council is also undertaking a Traffic Choices study to learn about how roadway pricing impacts the travel choices of drivers.

- **Commercial Vehicle Operations**: WSDOT has implemented national Commercial Vehicle Information Systems and Networks (CVISN) program for electronic commercial vehicle credentialing and verification, including weigh-station bypass along the I-5 corridor in the Puget Sound region. A system is also in place at the Port of Seattle and Port of Tacoma to track freight arriving from overseas en-route to Canada.

### 1.3 Concept of Operations

The previous sections have described the existing key ITS systems and stakeholders in the region. The purpose of the Concept of Operations is to describe a vision for a future, fully deployed ITS program where agencies are able to electronically exchange information and control ITS devices through a combination of established interagency relationships and technology interconnections (system-to-system communications links).

The range of agency relationships ranges from occasional consultation or coordination to information sharing via a communications link and control sharing, where agencies allow another
entity to control their ITS field devices, such as posting a message on a DMS or move a PTZ camera.

Along with these relationship types are associated information types that typify the relational exchanges between elements. These information flows include:

- **Data**: The dissemination of data gathered from one party's field devices to another party. Data can include, but is not limited to, traffic, weather, parking, transit data etc.

- **Video**: The dissemination of live video and still images from one party's field cameras to another party.

- **Status**: The ability for one party to monitor another party's field devices, and receive such information as current signal timing/response plan, current message sets, etc.

- **Request**: The ability for one party to solicit either data or a command change, such as DMS messaging or signal timings, from another party.

- **Control**: The ability for one party to control another party's field devices. Control can include but is not limited to, changing DMS messaging, changing traffic signal timings, camera control, etc.

The following subsections provide operational concepts for the region in several key areas where interagency coordination and electronic information sharing is considered key: traffic management, emergency operations, toll collection and value pricing, traveler information, and coordinated transit operations. Section 1.4 follows with a discussion of the next steps needed for the region to fully implement these concepts.

### 1.3.1 TRAFFIC MANAGEMENT: TYPICAL CENTER-TO-CENTER

The growth of traffic management centers in the region means that more agencies have the ability to centrally control ITS field devices such as traffic signals and cameras. Along with these center-to-field requirements, a next step that vastly enhances the functionality of the center is the establishment of center-to-center (C2C) data and video sharing, potentially including shared control of certain field devices. These center-to-center connections supply each center with additional information regarding the conditions on roadways outside of its jurisdictions. This information is important because many roadways traverse several jurisdictions, and an incident in one city can have an impact on congestion in a neighboring city. Similarly, incidents on freeways frequently snarl traffic within cities.

Within this region, WSDOT, King County, Lynnwood, and Seattle are already serving as concentration points for video and data sharing. Neighboring cities and counties continue to deploy TMCs and coordinate the sharing of data and control of field equipment to better respond to traffic congestion and incidents.

There are four main relationships between jurisdictions with respect to center-to-center that have been identified:

- **State to Local TMC**: WSDOT has deployed an extensive network of traffic cameras and sensors that provide incident detection and congestion monitoring across the region. As more local jurisdictions deploy ITS themselves, many have worked with WSDOT to implement a connection between the local TMC and the WSDOT TSMC. The following C2C communications links have been established: Bellevue, Seattle, King County, King County Metro Transit, Renton, Lynnwood,
and Kent. The following are planned: Snohomish County, Marysville, Everett, Redmond, Kirkland, Edmonds, Shoreline, Bothell, Tukwila, Auburn, Federal Way, SeaTac, Lake Forest Park, Monroe, and Issaquah. These connections enable sharing of data and video information between WSDOT and these local agencies.

**Local TMC to Local TMC:** A number of local jurisdictions have implemented centralized signal control software systems. Integration with neighboring jurisdictions enables these systems to coordinate signal timing with neighboring systems, providing a smoother flow of traffic along a given multi-jurisdictional corridor. A key example is the Trans-Valley corridor in South King County, where the deployment of the ACTRA signal system has enabled King County to centrally control signals along the corridor, including some owned by Renton, via an interagency agreement. Both Renton and King County are able to view and control these signals via their respective centers.

**TMC to Traveler Information Service Provider:** WSDOT is currently the primary provider of traveler information, via the WSDOT website and 511 telephone information system. Several local jurisdictions are also providing traveler information, such as Bellevue, which recently launched an arterial flow map. One of the key issues facing the region is implementing a regional traveler information service that provides both freeway and arterial traffic conditions.

**TMC to Other Center:** A number of other agencies are recognizing the beneficial application of information gathered by ITS devices, particularly traffic camera images. Emergency Communications Centers, maintenance offices, and transit centers are examples of other agencies with existing or planned center-to-center links with traffic management centers. These links can often be coordinated through existing partnerships with traffic management agencies.

The following types of information flows have been identified:

**Video:** Video will be shared for the purpose of network surveillance, incident identification, and verification of conditions. This will allow jurisdictions to implement response plans that take into account visual verification of conditions outside their jurisdiction.

**Data:** Data sharing would include signal and traffic volume data.

**Control:** Potential applications of control sharing include setting messages on Dynamic Message Signs, adjusting signal timings/response plans, adjusting and zooming CCTV camera angles, etc., per jurisdiction-to-jurisdiction agreements. This allows for equipment owned by one jurisdiction to be operated by another jurisdiction.

**Request:** In jurisdictional relationships where command of equipment and sharing of data is not direct, whether by agreement or the lack of a center, a Request function is necessary to “ask” for a modification to device settings, such as a change to a DMS message, signal timing, etc.

**Status:** In order to take proper action in a regional response, it is important to know what messaging is currently on VMS and HAR that is controlled by other jurisdictions, and what signal response plans others are using. The status information type provides for sharing equipment status information.

### 1.3.2 EMERGENCY OPERATIONS

Major freeway accidents, natural disasters and terror alerts are some of the emergencies and disasters that may require activation of local emergency communications centers and coordination between transportation and emergency management agencies. On a day-to-day basis, traffic
management and emergency response agencies (local police/fire and Washington State Patrol) work together to detect, respond to, and mitigate resulting congestion from traffic incidents.

Significant transportation infrastructures around the region could be considered “critical” in that the region would be severely impacted if they were to be incapacitated or destroyed. The recognition of these vital structures has been documented in critical transportation infrastructure studies undertaken by WSDOT, King County and others. These assessments of critical infrastructure bring together traffic, transit and emergency management agencies to assess the region’s capability to manage the flow of people and goods in the event of a major disaster.

There are a variety of entities throughout the region that must have an active role to accomplish a coordinated response to traffic incident and emergency/disaster situations. From an emergency management perspective, the following stakeholders have been identified:

- WSDOT Incident Response
- Local Police and Fire
- Washington State Patrol
- Federal Emergency Response and Security agencies
- State, County, and City Emergency Operations Centers

Depending on the level of jurisdiction (state, county, local), different relationships between traffic management and emergency management occur. There is a need for future work to develop Incident Management plans to lead the way in developing regional agreements for incident response and for implementing reliable, interoperable communications systems. In general several relationships have been identified as being necessary to support the Emergency Management function. These are:

**Traffic and Transit Management to Emergency Management:** This relationship consists of traffic information sharing, requests from Emergency Management for transit service changes, ITS device status and requests for specific messages to be posted to DMS or HAR, coordination of road closures and detours, traffic camera images or control, and other information as required to implement a coordinated response.

**Traffic Management to Traffic Management:** For some incidents, multiple traffic management agencies will need to coordinate a response. This coordination would include exchanging incident information, response plan implementation, and video surveillance.

**Emergency, Transit or Traffic Management to Information Service Provider:** This relationship will involve the sharing of traffic condition and incident information with the regional or local Information Service Provider (ISP) for dissemination to the general public.

The following types of information will be shared:

**Video:** Traffic camera video feeds may be shared with emergency management agencies.

**Data:** Data sharing will include ongoing incident information updates and response plans.

**Control:** Limited control-sharing agreements may be implemented that would allow non-traffic agencies access to ITS devices. For example, the Washington State Patrol (WSP) can control WSDOT cameras.
**Request:** Emergency Management agencies may request that Traffic Management Center personnel move a camera or post an alert message to a DMS or HAR.

**Status:** Device status alerts will notify agency personnel of the status of devices such as reversible lanes and dynamic message signs.

### 1.3.3 VALUE PRICING AND TOLL COLLECTION

The Puget Sound region is currently investigating several applications of Electronic Toll Collection (ETC). ETC uses automatic vehicle identification (AVI) technology. AVI involves the transmission of an identification code between an in-vehicle device and a roadside reader. The in-vehicle device, called a transponder, is a radio frequency identification (RFID) unit that transmits a radio signal to the roadside reader. The identification code is linked to the customer’s account, which is automatically charged the amount of the toll without requiring the vehicle to slow down or stop as it passes through the toll facility. The first implementation will be at the Tacoma Narrows Bridge in Pierce County, which will open in mid-2007. Secondly, the WSDOT SR 167 High Occupancy Toll (HOT) Lanes Pilot Project will charge single occupant vehicles to access the existing under-utilized HOV lanes, as a tool for managing congestion along this heavily traveled corridor between Auburn and Renton. While the toll at Tacoma Narrows Bridge will be used to repay the bonds that financed construction of the new span, the HOT Lanes are being implemented as a tool for congestion management.

A different approach to road pricing for congestion management is the Regional Council Value Pricing study. The study is gathering data on the impact that pricing can have on driver behavior; specifically, whether drivers will choose alternate routes, transit, or schedule changes in response to road user fees charged during peak hours.

As the transponder technology initiatives currently underway in the region involve divisions of WSDOT (tolls, electronic fare payment on ferries, and electronic credentialing for commercial vehicles), the effort to ensure interoperability among systems has been primarily occurring within WSDOT. However, the potential for value pricing (which would likely include both state routes and local arterials) will require a broader, regional approach to considering the range of issues that would be involved.

### 1.3.4 REGIONAL TRAVELER INFORMATION

Although the WSDOT Advanced Traveler Information System (ATIS) is an excellent source for freeway traveler information, the region is in need of a “one stop” region wide traveler information system. This system would provide both freeway and local arterial information via integration of multiple local agency ATIS, such as the websites operated by the City of Bellevue and King County. In the National ITS Architecture, ATIS providers are designated as “information service providers” (ISP) and may be either public agencies or private companies. Any ISP may be integrated with another to provide a greater depth of information.

The regional traffic management system would be scaled to grow as more agencies have information to provide, and would include traffic cameras, arterial flow map, weather conditions and event information.

**Center to ATIS:** An information-sharing link would provide data and video collected from center field devices and ported either directly to the regional ATIS or to an existing local ATIS.

**ATIS to ATIS:** An information-sharing link would provide for coordination between traveler information service providers.
ATIS to Traveler: An information-sharing link would provide the information to travelers via personal electronic devices, including cell phones and computers, and also potentially via dynamic roadside signs and kiosks.

The following types of information will be shared:

Video: Video feeds from WSDOT and local agencies will be shared to provide traffic images on the site.

Request: A Request function will be necessary for the traveler information system to retrieve updates from local servers.

Data: A Data function will be necessary to share information between agency and private ATIS and the regional system.

1.3.5 COORDINATED TRANSIT OPERATIONS

The region’s transit agencies are working closely together for the implementation of transit technology. The Regional Transit Trip Planner and ORCA Smart Card are two key examples of successfully deployed cooperative systems. The deployment of Transit Signal Priority in the region has also been a collaborative effort between transit and traffic agencies. The transit agencies meet on a quarterly basis via the Regional Transit Technology Group (RTTG) to update and coordinate technology deployments.

Center to Vehicle: Center to vehicle communications include dispatch, schedule and fare data. Security video images from the vehicle may also be shared.

Center to Center: Bus Rapid Transit (BRT), LINK light rail, and the existing Sounder commuter trains are new modes of transit that are becoming available in the region. Coordination between modes will be vital to successfully transporting people across the region. The Regional Transit Trip Planner, which integrates schedule data from several modes, is an important tool for helping travelers to plan their trips. Transit agencies also coordinate with other agency centers, including traffic management and emergency management.

Vehicle or Center to Roadside: As more agencies are installing Automatic Vehicle Location systems that provide real-time bus location information, more opportunities become available to provide bus location and next-bus information to travelers. Providing this information at the stop requires communication to roadside dynamic message signs. Currently, Metro’s MyBus system provides bus location updates as the bus passes by various “checkpoints”; however, future systems will receive data at the transit center from the on-board location system and then provide updates to field equipment.

The following types of information will be shared:

Video: Video feeds from onboard the bus and at transit stations.

Data: Data from onboard vehicle systems (location data, passenger loads, etc.) as well as schedule, fare, and dispatch information.

Request: Requests for data updates, from vehicle to center, and exchanged between transit agencies.
1.4 Projects and Agreements Required for Implementation

1.4.1 PRIORITIES FOR FUTURE DEPLOYMENT

- **Center-to-Center Data/Video Sharing for Traffic Management**: WSDOT and local traffic management agencies are aware of, and working towards, finding and implementing solutions for regional data and video sharing.

- **Regional Strategy for Value Pricing**: A regional strategy for road user/value pricing will be needed as more toll and pricing projects are implemented.

- **Regional Arterial Traveler Information**: There is currently a lack of arterial conditions available for the local roads in the region.

- **Regional Disaster Response Planning**: Additional regional emergency planning is needed, including the need for planning and implementing communications interoperability between transportation, security and emergency agencies.

- **Transit Traveler Information**: Transit agencies are working to implement more on-board technologies that will provide real-time bus location information to riders.

1.4.2 AGREEMENTS

The Concept of Operations provides an overall vision for cooperative interactions between transportation and safety agencies across the region. Fully implemented, the operational concept envisions the seamless sharing of information to enable improved agency operations and provide travelers with the information they need to make trip-related decisions. With its focus on inter-jurisdictional coordination, the operational concept points directly to the types of agreements that may potentially be required between individual organizations.

The following are some areas where formal or informal agreements have been established (or may be needed) as the Concept of Operations is implemented.

- **Regional Traffic Control**: Joint sharing and potential control of traffic signals, detectors, cameras, ramp meters, and dynamic message signs is already occurring between many agencies. Although information sharing is frequently implemented with little formality, agreements that detail the limits of authority, operational discretion, and liability are required before “joint control” can be implemented.

- **Coordination with Emergency Management**: Many of the ITS devices put in place to monitor traffic conditions also provide information that is desirable to public safety and national security agencies for Homeland Security and other law-enforcement activities. Many local emergency operations centers have expressed interest in accessing traffic camera video feeds. However, granting access to these systems for purposes other than transportation and congestion monitoring requires agreements specifying the conditions of access and other terms of use.

- **Regional Traffic Data Sharing**: The region is currently considering options for widespread standardizing and sharing of traffic volume and signal data. Once a solution is identified, agreements regarding the terms and conditions for access and use of the data will be needed.
1.4.3 CHALLENGES

- **Regional Project Champions**: The region’s agencies are in agreement regarding the need for a number of regional ITS programs, including data sharing, data archival, and traveler information. However, the ever-present need is for “champion” agencies to take the lead and “push” for the advancement of these initiatives.

- **Communications Infrastructure**: WSDOT’s freeway fiber network has been able to provide WSDOT with centrally controlled access to traffic cameras and other ITS devices across the region, and WSDOT has been able to share some of the capacity with other agencies (under certain conditions). However, this network is nearing capacity. The issue of communications is one that is common to all technology deployments, and a question that all agencies deploying ITS face. Some options include video compression technology, wireless networking (versus fiber), and cooperative agreements between agencies to share in the cost of new infrastructure. Communications challenges, particularly in regards to interoperability, are also an issue for emergency management agencies.

- **Regional Road User Pricing Strategy**: The results of the Value Pricing study will provide input into the viability of a potential road user fee structure in the region. Separately, WSDOT is moving forward with several tolling projects and has worked closely with Washington State Ferries (WSF) and Commercial Vehicle Information Systems and Networks (CVISN) to ensure interoperability. The challenge will be to ensure that any pricing activities undertaken by non-state agencies continue to emphasize interoperability and an eye for the implications to the region as a whole.

2. PUGET SOUND REGIONAL ITS ARCHITECTURE

The Puget Sound Regional ITS Architecture has been developed using a software program called Turbo Architecture. Turbo Architecture is an interface to a database format that stores all of the region’s ITS data. The data can then be exported and shared as customized reports and diagrams that show the various interrelationships between the ITS stakeholders and devices.

The key benefit of using Turbo Architecture is that the database format allows for the region’s information to be regularly updated and maintained in one location, using a file format (Microsoft Access) that can be shared with others. The WSDOT Statewide ITS Architecture, which is a high-level view of WSDOT’s role in deploying ITS across the state, has also been developed in Turbo Architecture, as have various other Architectures across the country.

This section of the Puget Sound Regional ITS Architecture provides a background on the National ITS Architecture, describes how Turbo Architecture was used to develop the Regional ITS Architecture, and explains how the region can continue to benefit from the regular maintenance of this tool.

2.1 Introduction to the National ITS Architecture

A Regional ITS Architecture is a customized subset of the National ITS Architecture that has been scaled and tailored in accordance with the region’s existing and future ITS deployments. The National ITS Architecture is a common framework for planning, defining, and integrating Intelligent Transportation Systems. It is a mature and continuously evolving product that reflects the contributions of a broad cross-section of the ITS community (transportation practitioners, systems engineers, system developers, technology specialists, etc.). The architecture defines:
• The **functions** (e.g., gather traffic information or request a route) which are required for ITS applications.

• The **physical entities** or **subsystems** where these functions reside (e.g., the roadside or the vehicle).

• The **information flows** that connect these functions and physical subsystems together into an integrated system.

Regional Architectures are not intended to specify the particular technologies that will be used in ITS deployments; they are instead used to define the functions that technologies must perform. The architecture provides structure for defining general ITS functional requirements during the planning and design process. The National ITS Architecture uses a systems engineering approach to define the ITS program, with the result that a customized Regional ITS Architecture can appear very different from a “traditional” transportation plan. The difference is that an ITS Architecture is a plan for ensuring interoperability and integration between systems, rather than a plan for developing transportation infrastructure.

Key terms and concepts that are specific to and used extensively in the National ITS Architecture are discussed below.

### 2.1.1 USER SERVICES

The National ITS Architecture utilizes “user services” to document what ITS applications should accomplish from a user’s perspective; for example, “Provide pre-trip traveler information” or “Provide Transit Route Guidance.” User services for a region can be selected by considering the needs and problems in the region and looking at how ITS can provide services to address these issues.

### 2.1.2 PHYSICAL ARCHITECTURE

The physical architecture provides a framework for the physical elements of ITS. These elements include cars, people, computers, buses, trucks, etc. Figure 1, National ITS Architecture Subsystems, provides an illustration of the overall physical architecture. The physical elements are broken into large groups called subsystem categories. These are categories that describe what their member physical entities (subsystems) do.

The four major subsystem categories are:

1. **Traveler Subsystems**: Systems or applications that provide information to travelers (e.g., updates on traffic conditions).

2. **Center Subsystems**: Systems or applications that process and use information to control the transportation network (e.g., signal timing).

3. **Vehicle Subsystems**: Systems or applications that provide driver information and safety on vehicle platforms (e.g., in-vehicle signing).

4. **Field Subsystems**: Systems or applications deployed in the field that collect transportation data and are ideally controlled from a center (e.g., traffic signals).
The bubbles (or “sausages”) between the subsystem categories represent the communications medium. For example, the Roadway subsystem (within the “Field” subsystem category) could potentially be communicating with the Vehicle, the Transit Vehicle, the Commercial Vehicle, and the Emergency Vehicle subsystems (within the “Vehicle” subsystem category) via short-range wireless links. Communications from the field devices to their respective center would be via fixed-point to fixed-point communications.

2.1.3 EQUIPMENT PACKAGES

The subsystems generally provide a rich set of capabilities, more than would be implemented at any one place or time. Equipment packages break up the subsystems into deployment-sized pieces. An example equipment package is Roadway Basic Surveillance, which is part of the Roadway Subsystem, and includes fixed equipment used to monitor traffic conditions, including loop detectors and CCTV cameras.

2.1.4 ARCHITECTURE FLOWS

An architecture flow is simply the information that is exchanged between subsystems and terminators in the physical architecture. These architecture flows and their communication requirements define the interfaces which form the basis for much of the ongoing standards work in

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the National ITS Architecture program. The current USDOT guidelines require that a Regional ITS Architecture be developed at a sufficient level of detail to show subsystems and architecture flows.

2.1.5 TERMINATORS

Terminators are generally defined as people, systems and general environment that are outside the boundary or control of ITS but still affect ITS systems. Interfaces between subsystems and terminators need to be defined, but there are no ITS-related functional requirements associated with terminators. Since regional architectures are usually developed from a specific agency(s) perspective, an entity that affects ITS but is out of the bounds of the primary agency’s perspective is called a terminator. This is done to illustrate ownership/control of the proposed services. Examples of terminators include “Transit Vehicle Operator,” “Other Traffic Management” (such as a traffic management center that is outside of the study area but that still interacts with entities within the study area), and “Financial Institution” (such as a bank that holds revenues from transit fares or toll collection).

2.1.6 MARKET PACKAGES

Market packages provide an accessible, deployment-oriented perspective to the National Architecture. Market packages group various elements of the physical architecture (subsystems, equipment packages, architecture flows, and terminators) together to provide a specific ITS service. A key step in the Regional ITS Architecture development process is selecting which of the 85 National ITS Architecture market packages are applicable to the region and the status of deployment (existing or planned) of each. From that point, the market packages are reviewed individually to determine which physical architecture components in each are applicable to the region.

As stated in the previous paragraph, market packages are essentially a grouping of the physical ITS elements that are needed to provide a particular ITS service. For example, in the National ITS Architecture, the market package “Regional Traffic Control” (shown in Figure 2: Example Market Package) is made up of the subsystems “Traffic Management” and “Roadway”, as well as the terminator “Other TM.” The service to be provided is “regional traffic control.” Key subsystems are Traffic Management and Roadway. The specific equipment package needed is “TMC Regional Traffic Control.” This equipment package provides capabilities for analyzing, controlling, and optimizing area-wide traffic flow. These capabilities provide for integrating control of a network signal system with control of freeway devices, with the goal of providing the capability for real-time traffic adaptive control. The terminator “Other TM” shows that the information collected must be accessible by other traffic management centers. The architecture flow indicates that “traffic information coordination” and “traffic control coordination” will be exchanged between the “Traffic Management” subsystem and “Other TM” terminator.
Market packages are grouped in the National ITS Architecture based upon the category of the service provided, as follows:

- **Advanced Traffic Management Systems (ATMS):** Manage operation of the roadway network.
- **Advanced Traveler Information Systems (ATIS):** Provide real-time information to travelers.
- **Advanced Public Transportation Systems (APTS):** Manage transit operations and make transit use more convenient and safer.
- **Emergency Management (EM):** Manage emergency response operations.
- **Maintenance and Construction Management (MCM):** Manage maintenance and construction activities and operations.
- **Commercial Vehicle Operations (CVO):** Provides for the electronic monitoring of commercial vehicle safety assurance and regulation, and exchange of related information.

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• **Archived Data Management (AD):** Store and retrieve transportation system information for future analysis.

• **Advanced Vehicle Safety Systems (AVSS):** Adds capability for improved safety to vehicles. Generally, AVSS are private-sector industry initiatives.

Finally, market packages can be traced back to corresponding User Services to show how a given market package is relevant to a region. In Turbo Architecture, the subsystems and terminators assigned to a region’s ITS Inventory lead to the selection of appropriate market packages.

### 2.2 Recent National ITS Architecture Updates

Version 5.1.1 of the National ITS Architecture is currently the most recent version of the Architecture. With this newest version, the USDOT has recognized the role of ITS in heightened national security, including both security uses for ITS devices that extend beyond transportation, as well as the need to protect those systems that are becoming more and more crucial to the performance of roadway networks. The following is a summary of security-related additions found in Version 5.1.1:

• **Enhancement of Security Coverage:** The most significant Version 5.1.1 enhancement is the improvement of the coverage of transportation security in the National ITS Architecture. These improvements include updates to the physical architecture, market packages, logical architecture, and supporting documentation. Using ITS to Enhance Transportation Security is addressed in the following areas: Transit, Rail, Freight and Commercial Vehicle, Hazardous Materials (HAZMAT), Wide Area Alerts, Transportation Infrastructure, and Disaster Response and Evacuation. In addition, guidance is now offered on ways in which ITS can be made more secure. A new security document was created to define and present aspects of ITS-related surface transportation security and their applicability to the National ITS Architecture. It provides context and guidance for using the security-related parts of the National ITS Architecture when developing regional and project ITS architectures.

• **New Disaster Response and Evacuation User Service:** Disaster Response and Evacuation was added as the 33rd user service to the architecture. The new user service supports the activities and responsibilities for responding to and recovery efforts for a major disaster. It also supports evacuation and reentry activities. The inclusion of the new user service required additions to the physical architecture, the introduction of several new market and equipment packages, and updating supporting architecture documentation.

• **New Security Monitoring Subsystem:** A new Security Monitoring Subsystem was added that includes surveillance and sensor equipment used to provide enhanced security and safety for transportation facilities or infrastructure.

In addition to the expanded security emphasis, several other key updates have been made that affect the Puget Sound region.

• **Maintenance and Construction Management Program Area:** The National ITS Architecture now includes broad support for coordination of maintenance and construction activities. Many of the smaller jurisdictions in the region that have not deployed ITS still perform routine roadway maintenance. Several larger agencies, particularly WSDOT, have deployed road/weather monitoring stations to help with tracking road conditions and deploying maintenance crews.
• **Telecommunications Traveler Information Support**: In recognition of the extensive 511 deployment efforts across the country, a new terminator element has been added “for 511 and other voice-based traveler information systems in regional and project architectures.”

• **“Road Closure Management” Market Package**: This new market package provides support for remotely activating road closures, surveillance, and traveler notification.

• **Updated ITS Standards Information**: The National ITS Architecture standards mapping has been updated and revised to reflect the most current relationship between the National ITS Architecture and the emerging National ITS Standards.


### 2.3 Conformance with Federal Highway Administration (FHWA) Regulations

Effective on April 8, 2001, the Federal Highway Administration (FHWA) issued regulations and the Federal Transit Administration (FTA) issued a policy requiring that ITS projects funded through the Highway Trust Fund conform to the National ITS Architecture and applicable standards. Conformance with these federal ITS requirements included the development of a Regional ITS Architecture based upon the National ITS Architecture and the subsequent adherence of ITS projects to the Regional ITS Architecture and the completion of systems engineering analysis.

In Puget Sound, all projects that are federally funded must be included in the regional Transportation Improvement Program (TIP). The TIP provides a list of current transportation projects within the region that are funded with federal, state, or local funds including federal grants awarded and managed through the Regional Council's biennial project selection process. Required under federal and state legislation, the TIP spans a three-year period and must be updated at least every two years. As part of the TIP approval process, all agencies are required to submit a signed certificate stating that the project complies with all federal and state regulations. In addition, the Regional Council requires that local project sponsors seeking federal funding for their ITS projects needs to 1) certify that they are in compliance with the Regional ITS Architecture and 2) have followed a systems engineering process for ITS project development. The Regional Council works with agencies to self-certify that they have met these requirements.

The purpose of the Regional ITS Architecture is to serve as a guide for the development of ITS projects and programs and to be consistent with ITS strategies and projects contained in applicable transportation plans. The final rule making by FHWA provided the guidance for the development of a regional or statewide ITS Architecture, and noted that the regional ITS Architecture must include the following elements,\(^5\) which may be found in this report or in Turbo Architecture as shown below:

- **Description of the Region or Project**: The Description of the Region is found in Section 1 of this report.

- **Identification of Stakeholders**: As described in Section 2, stakeholders are identified as the member agencies of the Regional Council, as well as other transit and safety agencies. In Turbo Architecture, stakeholders are primarily those with existing or planned ITS.

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• **Operational Concept**: The Operational Concept, as a vision for the fully implemented Regional ITS program, is described in Section 1. The specific stakeholders that will participate in the implementation of the Operational Concept are identified in Turbo Architecture.

• **Agreements**: Types of agreements required for implementation are identified in Section 1.

• **System Functional Requirements**: ITS functional areas were identified for the region in Turbo Architecture. Detailed functional requirements are developed on a project-by-project basis as part of the regional requirement that all projects must follow the systems engineering process.

• **Interface Requirements and Information Exchanges**: Customized interface requirements and information exchanges between ITS subsystems are identified in Turbo Architecture.

• **Identification of ITS Standards**: ITS Standards activities, potentially of relevance to the region, are identified in Turbo Architecture.

• **Sequence of Projects Required for Implementation**: High-priority regional ITS projects are identified in Section 1. Turbo Architecture does not provide a format for this information.

### 2.4 Turbo Architecture

Turbo Architecture is a software application used as a tool for developing regional and project-level ITS Architectures. The benefit of using Turbo Architecture to create and store an ITS Architecture is that the architecture is developed using a standardized format that can be easily “handed off” from the original developer to subsequent users who would be updating and maintaining the architecture. Customized diagrams and reports can be easily created by the user and shared with colleagues during the detailed design of individual ITS applications and projects.

Version 3.1 (the most recently released version at the time of this project) of the Turbo Architecture software was used to develop the Puget Sound Regional ITS Architecture. Version 3.1 was designed to be compatible with the Version 5.1.1 of the National ITS Architecture, and provides greatly increased functionality over previous versions of Turbo Architecture.

In developing the Regional ITS Turbo Architecture, the following steps were conducted:

• **Inventory of Systems and Stakeholders**: The region’s existing and planned ITS inventory, as collected via stakeholder meetings and an online survey, was used as the primary source of input to the Turbo Architecture database. Relevant National ITS Architecture subsystem(s), terminator(s) and a primary stakeholder were assigned to each inventory element. The ITS Inventory and mapping to National ITS Architecture elements provide the basis for each step that follows in the architecture development. Section 3 contains an inventory report from Turbo Architecture that lists the inventory elements, corresponding ITS Architecture components, and other relevant information.

• **Selection of Market Packages**: Based upon the ITS Inventory, and an understanding of planned and needed ITS applications in the region, market packages from the National ITS Architecture were selected for applicability and inclusion in the Regional ITS Architecture. Relevant ITS inventory elements were then assigned to each market
package. The selection of market packages defines the ITS functionality and subsystem-to-subsystem information exchanges that are existing or planned in the region.

- **Operational Concept Roles and Responsibilities:** One of the required elements of a Regional ITS Architecture is the Operational Concept that describes how stakeholder agencies will cooperate in the implementation and operation of ITS. An Operational Concept for the Puget Sound region was described in Section 1. Roles of “typical” state, county, city and transit agencies in the deployment of ITS were entered into Turbo Architecture.

- **ITS Functionality:** ITS functional areas and related ITS elements were selected in support of the existing and planned regional ITS initiatives. The functional areas directly relate to the equipment packages in the National ITS Architecture. It should be noted that the functional requirements provided by the National ITS Architecture are very high-level and provided as a starting point for defining system requirements at the planning stage. Customized, specific functional requirements must be developed with the input of stakeholders for each and all ITS projects.

- **ITS Standards:** Standards are technical specifications established by consensus that provide rules, guidelines or characteristics for data interfaces. To date, the USDOT has not yet adopted any specific ITS standards; however, it is anticipated that certain ITS standards may eventually become mandatory for the industry. Thus, ITS Standards that could potentially support compatibility and interoperability among regional transportation systems were identified in Turbo Architecture.

- **Agreements:** Interagency agreements needed to support the Operational Concept, as described in Section 1, were entered into Turbo Architecture.

- **Interconnects and Flows Customization:** An ITS Architecture defines flows of information that are exchanged between subsystems (for example, between a city Traffic Management Center and its ITS Field Devices). A key task in Turbo Architecture is customizing the selection of flows between subsystems so that the appropriate flows are included as part of the architecture database. This information may then be output by the user as customized Physical Architecture flow diagrams.

An important benefit of using Turbo Architecture is the wide range of options for preparing customized diagrams and reports based upon the regional ITS architecture developed during this process. These reports and diagrams can be “filtered” to focus on selected ITS elements, depending on the needs of the user.

There are three types of diagrams that may be displayed or printed by the Turbo Architecture tool:

1. **Subsystem Diagram** – The "Subsystem" (Communications) Diagram illustrates the methods that are used to communicate between the subsystems selected for that region or project. These include fixed-point to fixed-point, wide area wireless, dedicated short range, and vehicle-to-vehicle communications. The Subsystem Diagram is functionally identical to Figure 1, National ITS Architecture Subsystems, above, but it is customized to show only the subsystems relevant to the region.

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2. **Interconnect Diagram** – "Interconnect" diagrams illustrate the interconnections between element/stakeholder pairs selected for that region or project. This diagram captures the physical interfaces between ITS entities by showing a simple line connection between them.

3. **Flow Diagram** – The Architecture "Flow" Diagram illustrates the flow of data between the element/stakeholder pairs selected for the region or project. The flow of data appears as physical architecture flows (one or many) connecting the elements to each other. The direction of the flow of data also appears between the architecture flows and the other physical entities.

Three different types of diagrams are available for the "Interconnect" and “Flow” diagrams:

1. Full Architecture Flow or Interconnect Diagram for the region.
2. An Architecture Flow or Interconnect Diagram that illustrates the connections surrounding a single element/stakeholder, also known as a Context Diagram.
3. An Architecture Flow or Interconnect Diagram that illustrates the connections between multiple (user selected) element/stakeholder pairs.

Because comprehensive diagrams of the region’s ITS inventory are too complex for the Turbo Architecture application to display legibly, it is recommended that the user prepare diagrams for specific subsystem or agency relationships on an individual basis as needed.

Key reports that are available from Turbo Architecture include the following:

- **Stakeholder** – Lists the identified stakeholder agencies, brief description of the operational role of the agency, and the ITS inventory elements assigned to them.

- **Inventory** – The ITS Inventory Report represents the “bulk” of the information gathering effort. The results of the stakeholder agency ITS surveys were entered into Turbo Architecture to create this report. This report lists all of the inventory elements and their associated stakeholder and National ITS Architecture subsystem or terminator.

- **Market Packages** – Report showing National ITS Architecture market packages identified as applicable to the region, and the ITS inventory elements that participate in the market package’s implementation. Turbo Architecture “chooses” market packages based upon the National ITS Architecture subsystems that the developer assigned to the ITS Inventory elements. It is then dependent upon the developer to review and refine the market package selection to fit the region.

- **Standards Activities** – Report consisting of relationships between ITS Standards activities and applicable Regional Architecture flows. This report lists all standards activities applicable for the region.

- **Regional ITS Architecture** – The Regional ITS Architecture report documents the interconnections between subsystems that have been selected as applicable to the region.

These reports are included as appendices to this document.
3. TURBO ARCHITECTURE REPORTS

- Stakeholders
- Inventory
- Market Packages
- ITS Standards
- Regional Architecture
ITS STAKEHOLDERS REPORT
Stakeholders Report
8/14/2006  4:40:41PM

City of Auburn
Description:
Associated Element: Auburn Information Service Provider
Associated Element: Auburn Traffic Management Center (TMC)
Associated Element: Auburn ITS Field Devices
Associated Element: Auburn Commercial Vehicle Administration
Associated Element: Auburn Emergency Management
Associated Element: Auburn Emergency Vehicles

City of Bellevue
Description:
Associated Element: Bellevue Information Service Provider
Associated Element: Bellevue Archived Data Management
Associated Element: Bellevue Emergency Management
Associated Element: Bellevue Emergency Vehicles
Associated Element: Bellevue Traffic Management Center (TMC)
Associated Element: Bellevue ITS Field Devices

City of Everett
Description:
Associated Element: Everett Emergency Vehicles
Associated Element: Everett Emergency Management
Associated Element: Everett ITS Field Devices
Associated Element: Everett Commercial Vehicle Administration

City of Issaquah
Description:
Associated Element: Issaquah Maintenance and Construction Vehicles
Associated Element: Issaquah ITS Field Devices
Associated Element: Issaquah Maintenance and Construction Management
Associated Element: Issaquah Traffic Management Center (TMC)
Associated Element: Issaquah Emergency Management
Associated Element: Issaquah Emergency Vehicles
Associated Element: Issaquah Archived Data Management

City of Kent
Description:
Associated Element: Kent ITS Field Devices
Associated Element: Kent Emergency Management
Associated Element: Kent Emergency Vehicles
Associated Element: Kent Commercial Vehicle Administration
Associated Element: Kent Archived Data Management
Associated Element: Kent Maintenance and Construction Management
Associated Element: Kent Maintenance and Construction Vehicles
Associated Element: Kent Traffic Management Center (TMC)

City of Kirkland
Description:
Associated Element: Kirkland Emergency Management
Associated Element: Kirkland Traffic Management Center
Associated Element: Kirkland Emergency Vehicles
Associated Element: Kirkland ITS Field Devices
Associated Element: Kirkland Maintenance and Construction Vehicles
Associated Element: Kirkland Information Service Provider
Associated Element: Kirkland Archived Data Management
Associated Element: Kirkland Maintenance and Construction Management

City of Lynnwood
Description:
### Stakeholder

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<td>Associated Element: Renton ITS Field Devices</td>
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City of Tacoma
Description:
Associated Element: Tacoma Commercial Vehicle Administration
Associated Element: Tacoma Emergency Vehicles
Associated Element: Tacoma Emergency Management

City of Tukwila
Description:
Associated Element: Tukwila Commercial Vehicle Administration
Associated Element: Tukwila Emergency Vehicles
Associated Element: Tukwila ITS Field Devices
Associated Element: Tukwila Traffic Management Center (TMC)
Associated Element: Tukwila Archived Data Management
Associated Element: Tukwila Emergency Management

Community Transit
Description: Community Transit is the transit provider for the Snohomish County area.
Associated Element: Community Transit Vehicles
Associated Element: Community Transit Management Center
Associated Element: Community Transit Roadside Traveler Information

Everett Transit
Description: Transit agency for the Everett area.
Associated Element: Everett Transit Management Center
Associated Element: Everett Transit Vehicles

King County
Description: King County agencies, including emergency management and traffic.
Associated Element: King County Emergency Vehicles
Associated Element: King County Commercial Vehicle Administration
Associated Element: King County Emergency Management
Associated Element: King County Maintenance and Construction Management
Associated Element: King County Traffic Control Center (TCC)
Associated Element: King County ITS Field Devices
Associated Element: King County Information Service Provider
Associated Element: King County Archived Data Management
Associated Element: King County Maintenance and Construction Vehicles

King County Metro Transit
Description: King County Metro is the primary transit agency for King County. KCM offers fixed route bus and paratransit services.
Associated Element: King County Metro Transit Police
Associated Element: King County Metro Facility Security
Associated Element: King County Metro Transit Vehicles
Associated Element: King County Metro Transit Management Center
Associated Element: King County Metro Remote Traveler Information

Kitsap County
Description: Kitsap County agencies.
Associated Element: Kitsap County Emergency Management
Associated Element: Kitsap County Traffic Management Center (TMC)
Associated Element: Kitsap County Emergency Vehicles
Associated Element: Kitsap County ITS Field Devices
Associated Element: Kitsap County Information Service Provider
Associated Element: Kitsap County Archived Data Management

Kitsap Transit
Description: Transit service provider for the Kitsap County area.
Associated Element: Kitsap Transit Vehicles
Associated Element: Kitsap Transit Management Center

Motor Carriers
Description: Motor carriers operating in the region.
Stakeholder Report

Other Information Service Provider
Description: Private ISPs such as traffic.com that provide traveler information.

Other Local Transit Agencies
Description: Other local transit agencies, such as Intercity Transit (Olympia) that are outside of the region but may still interface with Puget Sound transit agencies.
Associated Element: Intercity Transit (Olympia)

Other Puget Sound Emergency Responders
Description: Emergency Response for other local counties and cities/municipalities
Associated Element: Other Local Emergency Vehicles
Associated Element: Other Local Emergency Management

Other Puget Sound Public Works Agencies
Description: There are a number of smaller communities in the region that do not operate traffic signals and are not planning any ITS implementations. However, they are still considered stakeholders in the Regional ITS Architecture, as they are member agencies of PSRC and can benefit from regional ITS deployments for traveler information, emergency management, etc. They also frequently coordinate with other agencies for road closures and maintenance activities.
Associated Element: Other City Maintenance and Construction Management
Associated Element: Other Commercial Vehicle Administration
Associated Element: Other Archived Data Management
Associated Element: Other Jurisdiction Traffic Management
Associated Element: Other Jurisdiction ITS Field Devices

Pierce County
Description: Pierce County agencies.
Associated Element: Pierce County ITS Field Devices
Associated Element: Pierce County Emergency Vehicles
Associated Element: Pierce County Emergency Management
Associated Element: Pierce County Commercial Vehicle Administration
Associated Element: Pierce County Archived Data Management
Associated Element: Pierce County Public Works

Pierce Transit
Description: Transit service provider for Pierce County.
Associated Element: Pierce Transit Vehicles
Associated Element: Pierce Transit Management Center

Ports
Description: Air and Sea Port Authorities.
Associated Element: Port of Seattle
Associated Element: Port of Tacoma
Associated Element: Other Local Ports
Associated Element: Trade Corridor Operating System (TCOS)

Puget Sound Transit Agencies
Description: The consortium of Puget Sound transit agencies have worked together to cooperatively deploy a number of technology initiatives, including Smart Card electronic fare payment and the Transit Trip Planner.
Associated Element: ORCA Kiosks
Associated Element: ORCA Regional Fare Clearinghouse
Associated Element: ORCA Smart Cards

Railroads
Description: Rail operators in the region.
Associated Element: Burlington Northern Santa Fe (BNSF)
Associated Element: Tacoma Rail
Associated Element: Union Pacific
Associated Element: Amtrak

Snohomish County
Stakeholder

Description: Snohomish County agencies.
Associated Element: Snohomish County Emergency Management
Associated Element: Snohomish County Archived Data Management
Associated Element: Snohomish County Emergency Vehicles
Associated Element: Snohomish County Information Service Provider
Associated Element: Snohomish County Maintenance and Construction Management
Associated Element: Snohomish County ITS Field Devices
Associated Element: Snohomish County Traffic Management Center (TMC)

Sound Transit
Description: Regional transit agency.
Associated Element: Sound Transit Express Buses
Associated Element: Sound Transit Management Center
Associated Element: Sound Transit LINK Light Rail
Associated Element: Sound Transit Remote Traveler Information
Associated Element: Sound Transit Secure Area Monitoring
Associated Element: Sound Transit Sounder Trains

Travelers
Description: Local travelers.
Associated Element: Remote Traveler Support
Associated Element: Vehicles
Associated Element: Personal Information Access

Washington State Patrol
Description: Law enforcement agency for state highways.
Associated Element: Washington State Patrol Vehicles
Associated Element: Washington State Patrol

WSDOT/WSF
Description: Washington State Department of Transportation is the state-level transportation agency that operates the region's freeways. The Washington State Ferries are a division of WSDOT.
Associated Element: WSDOT Commercial Vehicle Administration
Associated Element: WSDOT Maintenance and Construction Vehicles
Associated Element: WSDOT Maintenance and Construction Management
Associated Element: WSDOT Olympic Region TMC
Associated Element: WSDOT ITS Field Devices
Associated Element: WSDOT Advanced Traveler Information System
Associated Element: WSDOT Toll Collection
Associated Element: WSDOT Toll Administration
Associated Element: WSDOT Shoreline TSMC
Associated Element: WSDOT Commercial Vehicle Check
Associated Element: WSDOT Critical Infrastructure Monitoring
Associated Element: Washington State Ferry Vessels
Associated Element: WSDOT Incident Response Teams
Associated Element: WSDOT GoodToGo! Transponders
Associated Element: Washington State Ferries Transportation Operations Center
MARKET PACKAGES REPORT
Market Packages for Region Puget Sound Regional ITS Architecture

<table>
<thead>
<tr>
<th>Market Package</th>
<th>Element(s)</th>
</tr>
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<tbody>
<tr>
<td>Network Surveillance (ATMS01) -- Existing</td>
<td></td>
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</table>

This market 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 market 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.

Auburn Information Service Provider
Auburn ITS Field Devices
Auburn Traffic Management Center (TMC)
Bellevue Information Service Provider
Bellevue ITS Field Devices
Bellevue Traffic Management Center (TMC)
Community Transit Roadside Traveler Information
Everett ITS Field Devices
Issaquah Information Service Provider
Issaquah ITS Field Devices
Issaquah Traffic Management Center (TMC)
Kent ITS Field Devices
Kent Traffic Management Center (TMC)
King County Information Service Provider
King County ITS Field Devices
King County Traffic Control Center (TCC)
Kirkland ITS Field Devices
Kirkland Traffic Management Center
Kitsap County Information Service Provider
Kitsap County ITS Field Devices
Kitsap County Traffic Management Center (TMC)
Lynnwood Information Service Provider
Lynnwood ITS Field Devices
Lynnwood Traffic Management Center (TMC)
Marysville Information Service Provider
Marysville ITS Field Devices
Marysville Traffic Management Center (TMC)
Mountlake Terrace ITS Field Devices
Mountlake Terrace Traffic Management Center (TMC)
Other Jurisdiction ITS Field Devices
Other Jurisdiction Traffic Management
Pierce County ITS Field Devices
Pierce County Public Works
Puyallup ITS Field Devices
Puyallup Traffic Management Center (TMC)
Redmond Information Service Provider
Redmond ITS Field Devices
Redmond Traffic Management Center (TMC)
Regional Transit Trip Planner
Market Packages for Region Puget Sound Regional ITS Architecture

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<tr>
<td>WSDOT Shoreline TSMC</td>
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</table>

**Probe Surveillance (ATMS02) -- Planned**

This market package provides an alternative approach for surveillance of the roadway network. Two general implementation paths are supported by this market package: 1) wide-area wireless communications between the vehicle and Information Service Provider is used to communicate current vehicle location and status, and 2) dedicated short range communications between the vehicle and roadside is used to provide equivalent information directly to the Traffic Management Subsystem. The first approach leverages wide area communications equipment that may already be in the vehicle to support personal safety and advanced traveler information services. The second approach utilizes vehicle equipment that supports toll collection, in-vehicle signing, and other short range communications applications identified within the architecture. The market package enables traffic managers to monitor road conditions, identify incidents, analyze and reduce the collected data, and make it available to users and private information providers. It requires one of the communications options identified above, roadside beacons and fixed-point to fixed-point communications for the short range communications option, data reduction software, and utilizes fixed-point to fixed-point links between the Traffic Management Subsystem and Information Service Provider Subsystem to share the collected information. Both “Opt out” and “Opt in” strategies are available to ensure the user has the ability to turn off the probe functions to ensure individual privacy. Due to the large volume of data collected by probes, data reduction techniques are required, such as the ability to identify and filter out-of-bounds or extreme data reports. 

*Planned by WSDOT as part of the Vehicle Infrastructure Integration program.*

Auburn Emergency Management -- Not Selected
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</table>
### Surface Street Control (ATMS03) -- Existing

This market package provides the central control and monitoring equipment, communication links, and the signal control equipment that support local surface street control and/or arterial traffic management. A range of traffic signal control systems are represented by this market 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 market package is generally an intra-jurisdictional package that does not rely on real-time communications between separate control systems to achieve area-wide traffic signal coordination. Systems that achieve coordination across jurisdictions by using a common time base or other strategies that do not require real time coordination would be represented by this package. This market package is consistent with typical urban traffic signal control systems.

<table>
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</table>

This market package includes the central control and monitoring equipment, communication links, and the signal control equipment that support local surface street control and/or arterial traffic management. A range of traffic signal control systems are represented by this market 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 market package is generally an intra-jurisdictional package that does not rely on real-time communications between separate control systems to achieve area-wide traffic signal coordination. Systems that achieve coordination across jurisdictions by using a common time base or other strategies that do not require real time coordination would be represented by this package. This market package is consistent with typical urban traffic signal control systems.
Freeway Control (ATMS04) -- Existing

This market package provides central monitoring and control, communications, and field equipment that support freeway management. It supports a range of freeway management control strategies including ramp metering, interchange metering, mainline lane controls, mainline metering, and other strategies including variable speed controls. This package incorporates the instrumentation included in the Network Surveillance Market Package to support freeway monitoring and adaptive strategies as an option.

This market package also includes the capability to utilize surveillance information for detection of incidents. Typically, the processing would be performed at a traffic management center; however, developments might allow for point detection with roadway equipment. For example, a CCTV might include the capability to detect an incident based upon image changes. Additionally, this market package allows general advisory and traffic control information to be provided to the driver while en route.
### Market Packages

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### HOV Lane Management (ATMS05) -- Existing

This market package manages HOV lanes by coordinating freeway ramp meters and connector signals with HOV lane usage signals. Preferential treatment is given to HOV lanes using special bypasses, reserved lanes, and exclusive rights-of-way that may vary by time of day. Vehicle occupancy detectors may be installed to verify HOV compliance and to notify enforcement agencies of violations.

*WSDOT operates reversible HOV lanes on I-90 and I-5.*

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**Traffic Information Dissemination (ATMS06) -- Existing**

This market 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, 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 Information Service Providers. A link to the Maintenance and Construction Management subsystem allows real time information on road/bridge closures due to maintenance and construction activities to be disseminated.

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#### Regional Traffic Control (ATMS07) -- Existing

This market package provides for the sharing of traffic information and control among traffic management centers to support a regional control strategy. This market package advances the Surface Street Control and Freeway Control Market Packages by adding the communications links and integrated control strategies that enable integrated interjurisdictional traffic control. 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 Surface Street Control and Freeway Control Market 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.

- Auburn ITS Field Devices
- Auburn Traffic Management Center (TMC)
- Bellevue ITS Field Devices
- Bellevue Traffic Management Center (TMC)
- Community Transit Roadside Traveler Information
- Everett ITS Field Devices
- Issaquah ITS Field Devices
- Issaquah Traffic Management Center (TMC)
- Kent ITS Field Devices
- Kent Traffic Management Center (TMC)
Traffic Incident Management System (ATMS08) -- Existing

This market package manages both unexpected incidents and planned events so that the impact to the transportation network and traveler safety is minimized. The market 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 market package to detect and verify incidents and implement an appropriate response. This market 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 market package and dissemination of incident information to travelers through the Broadcast Traveler Information or Interactive Traveler Information market 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.

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### Traffic Forecast and Demand Management (ATMS09) -- Existing

This market package includes advanced algorithms, processing, and mass storage capabilities that support historical evaluation, real-time assessment, and forecast of the roadway network performance. This includes the prediction of travel demand patterns to support better link travel time forecasts. The source data would come from the Traffic Management Subsystem itself as well as other traffic management centers and forecasted traffic loads derived from route plans supplied by the Information Service Provider Subsystem. This market package provides data that supports the implementation of TDM programs, and policies managing both traffic and the environment. The package collects information on vehicle pollution levels, parking availability, usage levels, and vehicle occupancy to support these functions. Demand management requests can also be made to Toll Administration, Transit Management, and Parking Management Subsystems.

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**Electronic Toll Collection (ATMS10) -- Existing**
This market 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. Dedicated short range communication between the roadway equipment and the vehicle is required as well as fixed-point to fixed-point interfaces between the toll collection equipment and transportation authorities and the financial infrastructure that supports fee collection. Vehicle tags of toll violators are read and electronically posted to vehicle owners. Standards, inter-agency coordination, and financial clearinghouse capabilities enable regional, and ultimately national interoperability for these services. Two other market packages, APTS4: Transit Passenger and Fare Management and ATMS16: Parking Facility Management also provide electronic payment services. These three market packages in combination provide an integrated electronic payment system for transportation services.

The toll tags and roadside readers that these systems utilize can also be used to collect road use statistics for highway authorities. This data can be collected as a natural by-product of the toll collection process or collected by separate readers that are dedicated to probe data collection.

The Tacoma Narrows Bridge will be the first ETC implementation in the region, along with the SR 167 High Occupancy Toll lanes.

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### Market Packages

#### Market Packages for Region Puget Sound Regional ITS Architecture

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**Standard Railroad Grade Crossing (ATMS13) -- Existing**

This market package manages highway traffic at highway-rail intersections (HRIs) where operational requirements do not dictate more advanced features (e.g., where rail operational speeds are less than 80 miles per hour). Both passive (e.g., the crossbuck sign) and active warning systems (e.g., flashing lights and gates) are supported. (Note that passive systems exercise only the single interface between the roadway subsystem and the driver in the architecture definition.) These traditional HRI warning systems may also be augmented with other standard traffic management devices. The warning systems are activated on notification by interfaced wayside equipment of an approaching train. The equipment at the HRI may also be interconnected with adjacent signalized intersections so that local control can be adapted to highway-rail intersection activities. Health monitoring of the HRI equipment and interfaces is performed; detected abnormalities are reported to both highway and railroad officials through wayside interfaces and interfaces to the traffic management subsystem.

- Amtrak
- Auburn ITS Field Devices
- Auburn Traffic Management Center (TMC)
- Bellevue ITS Field Devices
- Bellevue Traffic Management Center (TMC)
- Burlington Northern Santa Fe (BNSF)
- Community Transit Roadside Traveler Information
- Everett ITS Field Devices
- Issaquah ITS Field Devices
- Issaquah Traffic Management Center (TMC)
- Kent ITS Field Devices
- Kent Traffic Management Center (TMC)
- King County ITS Field Devices
- King County Traffic Control Center (TCC)
- Kirkland ITS Field Devices
- Kirkland Traffic Management Center
- Kitsap County ITS Field Devices
- Kitsap County Traffic Management Center (TMC)
- Lynnwood ITS Field Devices
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**Railroad Operations Coordination (ATMS15) -- Planned**

This market package provides an additional level of strategic coordination between freight rail operations and traffic management centers. Rail operations provides train schedules, maintenance schedules, and any other forecast events that will result in highway-rail intersection (HRI) closures. This information is used to develop forecast HRI closure times and durations that may be used in advanced traffic control strategies or to enhance the quality of traveler information.

Amtrak

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Burlington Northern Santa Fe (BNSF) | |

Community Transit Roadside Traveler Information | -- Not Selected

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### Market Packages for Region Puget Sound Regional ITS Architecture

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**Speed Monitoring (ATMS19) -- Existing**

This market package monitors the speeds of vehicles traveling through a roadway system. If the speed is determined to be excessive, roadside equipment can suggest a safe driving speed. Environmental conditions may be monitored and factored into the safe speed advisories that are provided to the motorist. This service can also support notifications to an enforcement agency to enforce the speed limit on a roadway system.

*Although many local agencies have neighborhood speed radar “Your Speed Is” systems, these devices are not centrally controlled and are not used for traffic data collection or dynamic speed limits.*

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# Market Packages for Region Puget Sound Regional ITS Architecture

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<td>This market 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 market packages). The equipment managed by this market 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 appraised of current and forecasted drawbridge status.</td>
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**Maintenance and Construction Vehicle and Equipment Tracking** (MC01) -- Planned

This market package will track the location of maintenance and construction vehicles and other equipment to ascertain the progress of their activities. These activities can include ensuring the correct roads are being plowed and work activity is being performed at the correct locations.

*Several local cities and WSDOT are planning to install GPS and other tracking equipment on maintenance vehicles.*

- Issaquah Maintenance and Construction Management
- Issaquah Maintenance and Construction Vehicles
- Kent Maintenance and Construction Management
- King County Maintenance and Construction Management
- King County Maintenance and Construction Vehicles
- Kirkland Maintenance and Construction Management
- Kirkland Maintenance and Construction Vehicles
- Other City Maintenance and Construction Management
- Puyallup Maintenance and Construction
- Puyallup Maintenance and Construction Vehicles
- Seattle Maintenance and Construction Management
- Seattle Maintenance and Construction Vehicles
- Snohomish County Maintenance and Construction Management
- Snohomish County Maintenance and Construction Vehicles
- WSDOT Incident Response Teams
- WSDOT Maintenance and Construction Management
- WSDOT Maintenance and Construction Vehicles

**Maintenance and Construction Vehicle Maintenance** (MC02) -- Planned

This market 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 maintenance.

- Issaquah Maintenance and Construction Management
- Issaquah Maintenance and Construction Vehicles
- Kent Maintenance and Construction Management
- King County Maintenance and Construction Management
- King County Maintenance and Construction Vehicles
- Kirkland Maintenance and Construction Management
- Kirkland Maintenance and Construction Vehicles
- Other City Maintenance and Construction Management
- Puyallup Maintenance and Construction
- Puyallup Maintenance and Construction Vehicles
- Seattle Maintenance and Construction Management
- Seattle Maintenance and Construction Vehicles
- Snohomish County Maintenance and Construction Management
- Snohomish County Maintenance and Construction Vehicles
- WSDOT Maintenance and Construction Management
- WSDOT Maintenance and Construction Vehicles
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Road Weather Data Collection  (MC03) -- Existing

This market package collects current road and weather conditions using data collected from environmental sensors deployed on and about the roadway (or guideway in the case of transit related rail systems). In addition to fixed sensor stations at the roadside, sensing of the roadway environment can also occur from sensor systems located on Maintenance and Construction Vehicles and on-board sensors provided by auto manufacturers. The collected environmental data is used by the Weather Information Processing and Distribution Market Package to process the information and make decisions on operations.

- Auburn Emergency Management -- Not Selected
- Auburn Emergency Vehicles -- Not Selected
- Auburn Information Service Provider -- Not Selected
- Auburn ITS Field Devices -- Not Selected
- Auburn Traffic Management Center (TMC) -- Not Selected
- Bellevue Emergency Management -- Not Selected
- Bellevue Emergency Vehicles -- Not Selected
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- Burlington Northern Santa Fe (BNSF) -- Not Selected
- Community Transit Management Center -- Not Selected
- Community Transit Roadside Traveler Information -- Not Selected
- Community Transit Vehicles -- Not Selected
- Everett Emergency Management -- Not Selected
- Everett Emergency Vehicles -- Not Selected
- Everett ITS Field Devices -- Not Selected
- Everett Transit Management Center -- Not Selected
- Everett Transit Vehicles -- Not Selected
- Issaquah Emergency Management -- Not Selected
- Issaquah Emergency Vehicles -- Not Selected
- Issaquah Information Service Provider -- Not Selected
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- Issaquah Maintenance and Construction Management -- Not Selected
- Issaquah Maintenance and Construction Vehicles -- Not Selected
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- King County Metro Transit Management Center -- Not Selected
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### Weather Information Processing and Distribution (MC04) -- Existing

This market package processes and distributes the environmental information collected from the Road Weather Data Collection market package. This market package uses the environmental data to detect environmental hazards such as icy road conditions, high winds, dense fog, etc. so system operators and decision support systems can make decision on corrective actions to take. The continuing updates of road condition information and current temperatures can be used by system operators to more effectively deploy road maintenance resources, issue general traveler advisories, issue location specific warnings to drivers using the Traffic Information Dissemination market package, and aid operators in scheduling work activity.

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## Winter Maintenance (MC06) -- Existing

This market package supports winter road maintenance including snow plow operations, roadway treatments (e.g., salt spraying and other anti-icing material applications), and other snow and ice control activities. This package monitors environmental conditions and weather forecasts and uses the information to schedule winter maintenance activities, determine the appropriate snow and ice control response, and track and manage response operations.

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- Burlington Northern Santa Fe (BNSF)
- Community Transit Management Center
- Everett Emergency Management
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- Issaquah Maintenance and Construction Vehicles
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- Kent Emergency Management
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#### Roadway Maintenance and Construction (MC07) -- Existing

This market package supports numerous services for scheduled and unscheduled maintenance and construction on a roadway system or right-of-way. Maintenance services would 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.

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**Work Zone Management (MC08) -- Planned**
## Market Packages for Region Puget Sound Regional ITS Architecture

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<thead>
<tr>
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</tr>
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<tbody>
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<td>This market 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., ISP, traffic management, other maintenance and construction centers). Work zone speeds and delays are provided to the motorist prior to the work zones. This market 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.</td>
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| Community Transit Management Center | -- Not Selected |
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### Work Zone Safety Monitoring (MC09) -- Planned

This market package includes systems that improve work crew safety and reduce collisions between the motoring public and maintenance and construction vehicles. This market package detects vehicle intrusions in work zones and warns crew workers and drivers of imminent encroachment or other potential safety hazards. Crew movements are also monitored so that the crew can be warned of movement beyond the designated safe zone. The market package supports both stationary and mobile work zones. The intrusion detection and alarm systems may be collocated or distributed, allowing systems that detect safety issues far upstream from a work zone (e.g., detection of over dimension vehicles before they enter the work zone).

*Some agencies, including WSDOT, have indicated plans for work zone safety monitoring, such as intrusion alarms.*

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Turbo Architecture v3.1.8
## Market Packages
### Market Packages for Region Puget Sound Regional ITS Architecture

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<td>WSDOT Maintenance and Construction Vehicles</td>
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</table>

### Maintenance and Construction Activity Coordination (MC10) -- Existing

This market package supports the dissemination of maintenance and construction activity to centers that can utilize it as part of their operations, or to the Information Service Providers who can provide the information to travelers. Most agencies coordinate with neighboring jurisdictions for maintenance-related road closures, although almost all coordination is handled manually rather than electronically.

Amtrak
Amber Information Service Provider
Auburn Traffic Management Center (TMC)
Bellevue Emergency Management
Bellevue Information Service Provider
Bellevue Traffic Management Center (TMC)
Burlington Northern Santa Fe (BNSF)
Community Transit Management Center
Everett Emergency Management
Everett Transit Management Center
Issaquah Emergency Management
Issaquah Information Service Provider
Issaquah Maintenance and Construction Management
Issaquah Traffic Management Center (TMC)
Kent Emergency Management
Kent Maintenance and Construction Management
Kent Maintenance and Construction Vehicles
Kent Traffic Management Center (TMC)
King County Emergency Management
King County Information Service Provider
King County Maintenance and Construction Management
King County Metro Transit Management Center
King County Metro Transit Police
King County Traffic Control Center (TCC)
Kirkland Emergency Management
Kirkland Maintenance and Construction Management
Kirkland Traffic Management Center
Kitsap County Emergency Management
Kitsap County Information Service Provider
Kitsap County Traffic Management Center (TMC)
Kitsap County Transit Management Center
Lynnwood Emergency Management
Lynnwood Information Service Provider
Lynnwood Traffic Management Center (TMC)
Marysville Emergency Management
Marysville Information Service Provider
Marysville Traffic Management Center (TMC)
Mountlake Terrace Traffic Management Center (TMC)
ORCA Regional Fare Clearinghouse
Other City Maintenance and Construction Management -- Not Selected
## Market Packages for Region Puget Sound Regional ITS Architecture

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### Transit Vehicle Tracking (APTS1) -- Existing

This market 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. Vehicle position may be determined either by the vehicle (e.g., through GPS) and relayed to the infrastructure or may be determined directly by the communications infrastructure. A two-way wireless communication link with the Transit Management Subsystem is used for relaying vehicle position and control measures. Fixed route transit systems may also employ beacons along the route to enable position determination and facilitate communications with each vehicle at fixed intervals. The Transit Management Subsystem processes this information, updates the transit schedule and makes real-time schedule information available to the Information Service Provider.

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## Market Packages

### Market Packages for Region Puget Sound Regional ITS Architecture

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### Transit Fixed-Route Operations (APTS2) -- Existing

This market package performs vehicle routing and scheduling, as well as automatic operator assignment and system monitoring for fixed-route and flexible-route transit services. This service determines current schedule performance using AVL data and provides information displays at the Transit Management Subsystem. Static and real time transit data is exchanged with Information Service Providers where it is integrated with that from other transportation modes (e.g. rail, ferry, air) to provide the public with integrated and personalized dynamic schedules.

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| Kitsap Transit Management Center | Kitsap Transit Management Center |
| Kitsap Transit Vehicles | Kitsap Transit Vehicles |
| Lynnwood Information Service Provider | Lynnwood Information Service Provider |
| Marysville Information Service Provider | Marysville Information Service Provider |
| ORCA Regional Fare Clearinghouse | ORCA Regional Fare Clearinghouse |
| Pierce Transit Management Center | Pierce Transit Management Center |
| Pierce Transit Vehicles | Pierce Transit Vehicles |
| Redmond Information Service Provider | Redmond Information Service Provider |
| Regional Transit Trip Planner | Regional Transit Trip Planner |
| Renton Information Service Providers | Renton Information Service Providers |
| Seattle Information Service Provider | Seattle Information Service Provider |
| Snohomish County Information Service Provider | Snohomish County Information Service Provider |
| Sound Transit Express Buses | Sound Transit Express Buses |
| Sound Transit LINK Light Rail | Sound Transit LINK Light Rail |
| Sound Transit Management Center | Sound Transit Management Center |
| Sound Transit Sounder Trains | Sound Transit Sounder Trains |
| Sound Transit Vehicles | Sound Transit Vehicles |
| Washington State Ferries Transportation Operations Center | Washington State Ferries Transportation Operations Center |
| Washington State Ferry Vessels | Washington State Ferry Vessels |
| WSDOT Advanced Traveler Information System | WSDOT Advanced Traveler Information System -- Not Selected |
### Market Packages

#### Market Packages for Region Puget Sound Regional ITS Architecture

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**Demand Response Transit Operations (APTS3) -- Existing**
Market Packages for Region Puget Sound Regional ITS Architecture

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**Transit Passenger and Fare Management (APTS4) -- Existing**

This market package manages passenger loading and fare payments on-board transit vehicles using electronic means. It allows transit users to use a traveler card or other electronic payment device. Sensors mounted on the vehicle permit the operator and central operations to determine vehicle loads, and readers located either in the infrastructure or on-board the transit vehicle allow electronic fare payment. Data is processed, stored, and displayed on the transit vehicle and communicated as needed to the Transit Management Subsystem. Two other market packages, ATMS10: Electronic Toll Collection and ATMS16: Parking Facility Management also provide electronic payment services. These three market packages in combination provide an integrated electronic payment system for transportation services.
## Market Packages for Region Puget Sound Regional ITS Architecture

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### Transit Security (APTS5) -- Existing

This market package provides for the physical security of transit passengers and transit vehicle operators. On-board equipment is deployed to perform surveillance and sensor monitoring in order to warn of 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 market 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).

The surveillance and sensor information is transmitted to the Emergency Management Subsystem, as are transit user activated alarms in public secure areas. On-board alarms, activated by transit users or transit vehicle operators are transmitted to both the Emergency Management Subsystem and the Transit Management Subsystem, indicating two possible approaches to implementing this market package.

In addition the market package supports remote transit vehicle disabling by the Transit Management Subsystem and transit vehicle operator authentication.

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| Auburn Information Service Provider | -- Not Selected |
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| Community Transit Vehicles | |
| Everett Emergency Management | -- Not Selected |
| Everett Transit Management Center | |
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| Issaquah Emergency Management | -- Not Selected |
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| Kent Emergency Management | -- Not Selected |
| King County Emergency Management | -- Not Selected |
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| King County Metro Facility Security | -- Not Selected |

Turbo Architecture v3.1.8
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**Transit Maintenance (APTS6) -- Existing**

This market package supports automatic transit maintenance scheduling and monitoring. On-board condition sensors monitor system status and transmit critical status information to the Transit Management Subsystem. Hardware and software in the Transit Management Subsystem processes this data and schedules preventative and corrective maintenance.
**Market Packages for Region Puget Sound Regional ITS Architecture**

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**Multi-modal Coordination (APTS7) -- Existing**

This market 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. Transit transfer information is shared between Multimodal Transportation Service Providers, Transit Agencies, and ISPs.

Coordination between traffic and transit management is intended to improve on-time performance of the transit system to the extent that this can be accommodated without degrading overall performance of the traffic network. More limited local coordination between the transit vehicle and the individual intersection for signal priority is also supported by this package.
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This market 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 market package.

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Community Transit Vehicles |  |
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Market Packages for Region Puget Sound Regional ITS Architecture

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| Broadcast Traveler Information (ATIS1) -- Existing |

This market package collects traffic conditions, advisories, general public transportation, toll and parking information, incident information, roadway maintenance and construction information, air quality and weather information, and broadly disseminates this information through existing infrastructures and low cost user equipment (e.g., FM subcarrier, cellular data broadcast). The information may be provided directly to travelers or provided to merchants and other traveler service providers so that they can better inform their customers of travel conditions. Different from the market package ATMS6 - Traffic Information Dissemination, which provides localized HAR and DMS information capabilities, ATIS1 provides a wide area digital broadcast service. Successful deployment of this market package relies on availability of real-time traveler information from roadway instrumentation, probe vehicles or other sources.

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Auburn Information Service Provider
Auburn Traffic Management Center (TMC)
Bellevue Emergency Management
Bellevue Information Service Provider
Bellevue Traffic Management Center (TMC)
Burlington Northern Santa Fe (BNSF)
Community Transit Management Center
Everett Emergency Management
Everett Transit Management Center
Fleet and Freight Management
Issaquah Emergency Management
Issaquah Information Service Provider
Issaquah Maintenance and Construction Management
## Market Packages for Region Puget Sound Regional ITS Architecture

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### Interactive Traveler Information (ATIS2) -- Existing

This market 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. 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 between the traveler and Information Service Provider. 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, kiosk, Personal Digital Assistant, personal computer, and a variety of in-vehicle devices. This market package also allows value-added resellers to collect transportation information that can be aggregated and be available to their personal devices or remote traveler systems to better inform their customers of transportation conditions. Successful deployment of this market package relies on availability of real-time transportation data from roadway instrumentation, transit, probe vehicles or other means. A traveler may also input personal preferences and identification information via a “traveler card” that can convey information to the system about the traveler as well as receive updates from the system so the card can be updated over time.

Currently, WSDOT is the primary provider of interactive traveler information, providing customized information over 511 and the Web. A regional traveler information web site with arterial traveler information has been identified as a key regional need.

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## Market Packages for Region Puget Sound Regional ITS Architecture

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### In Vehicle Signing (ATIS9) -- Planned

This market package supports distribution of traffic and travel advisory information to drivers through in-vehicle devices. It includes short range communications between roadside equipment and the vehicle and wireline connections to the Traffic Management Subsystem for coordination and control. This market package also informs the driver of both highway-highway and highway-rail intersection status.

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| Lynnwood ITS Field Devices                                | -- Not Selected |
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Market Packages for Region Puget Sound Regional ITS Architecture

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**Freight Administration (CVO02) -- Existing**

This market 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 source to destination. In addition to the usual cargo monitoring required to insure that cargo gets from origin to destination, the Fleet and Freight Management subsystem monitors shipments to make sure that no tampering or breach of security occurs to the cargo on commercial vehicles. Any such tampering will be reported to the Fleet and Freight Management subsystem. In addition to exceptions (e.g., alerts) that are reported, on-going indications of the state of the various freight equipment are reported to the Fleet and Freight Management subsystem. The commercial vehicle driver is also alerted of any tampering or breach of cargo security. Freight managers may decide to take further action on the alerts and/or provide responses that explain that the alerts are false alarms. If no explanation is received, the Fleet and Freight Management subsystem may notify the Emergency Management subsystem.

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Market Packages for Region Puget Sound Regional ITS Architecture

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**Electronic Clearance (CVO03) -- Existing**

This market package provides for automated clearance at roadside check facilities. The roadside check facility communicates with the Commercial Vehicle Administration subsystem to retrieve infrastructure snapshots of critical carrier, vehicle, and driver data to be used to sort passing vehicles. This allows a good driver/vehicle/carrier to pass roadside facilities at highway speeds using transponders and dedicated short range communications to the roadside. Results of roadside clearance activities will be passed on to the Commercial Vehicle Administration. The roadside check facility may be equipped with Automated Vehicle Identification (AVI), weighing sensors, transponder read/write devices and computer workstations.

While a number of agencies require commercial vehicles to obtain permits, these processes are performed manually, not electronically, and information is not shared with any other agencies.

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**CV Administrative Processes (CVO04) -- Existing**
This market package provides for electronic application, processing, fee collection, issuance, and distribution of CVO credential and tax filing. Through this process, carriers, drivers, and vehicles may be enrolled in the electronic clearance program provided by a separate market package which allows commercial vehicles to be screened at mainline speeds at roadside check facilities. Through this enrollment process, current profile databases are maintained in the Commercial Vehicle Administration subsystem and snapshots of this database are made available to the roadside check facilities at the roadside to support the electronic clearance process.

Commercial Vehicle Administration subsystems can share credential information with other Commercial Vehicle Administration subsystems, so that it is possible for any Commercial Vehicle Administration subsystem to have access to all credentials, credential fees, credentials status and safety status information. In addition, it is possible for one Commercial Vehicle Administration subsystem to collect HAZMAT route restrictions information from other Commercial Vehicle Administration subsystems and then act as a clearinghouse for this route restrictions information for Information Service Providers, Map Update Providers, and Fleet and Freight Management subsystems.

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# Market Packages for Region Puget Sound Regional ITS Architecture

## Market Package Element(s)

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<td>This market package provides for high speed weigh-in-motion with or without Automated Vehicle Identification (AVI) capabilities. This market package provides the roadside equipment that could be used as a stand-alone system or to augment the Electronic Clearance (CVO03) market package.</td>
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<td><strong>Emergency Call-Taking and Dispatch (EM01) -- Existing</strong></td>
<td>This market 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 Subsystems supports emergency notification between agencies. Wide area wireless communications between the Emergency Management Subsystem and an Emergency Vehicle supports dispatch and provision of information to responding personnel.</td>
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### Market Packages

**Market Packages for Region Puget Sound Regional ITS Architecture**

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### Emergency Routing (EM02) -- Existing

This market package supports automated vehicle location and dynamic routing of emergency vehicles. Traffic information, road conditions, and suggested routing information are provided to enhance emergency vehicle routing. Special priority or other specific emergency traffic control strategies can be coordinated to improve the safety and time-efficiency of responding vehicle travel on the selected route(s). The Emergency Management Subsystem provides the routing for the emergency fleet based on real-time conditions and has the option of requesting a route from the Traffic Management subsystem. The Emergency Vehicle may also be equipped with dedicated short range communications for local signal preemption. The service provides for information exchange between care facilities and both the Emergency Management Subsystem and emergency vehicles.

*Most jurisdictions have deployed emergency vehicle signal preemption.*

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### Roadway Service Patrols (EM04) -- Existing

This market package supports roadway service patrol vehicles that monitor roads that 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 market 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.

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Transportation Infrastructure Protection (EM05) -- Planned

This market 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 preclude an incident, control access during and after an incident or mitigate impact of an incident. 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 by Traffic Management Subsystems 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.
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Wide-Area Alert (EM06) -- Existing
This market 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 web sites.

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### Early Warning System (EM07) -- Existing

This market 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 market 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.

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Disaster Response and Recovery (EM08) -- Planned
This market package enhances 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 market 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 market 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 market package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.

The market package identifies the key points of integration between transportation systems and the public safety, emergency management, and other allied organizations that form the overall disaster response. In this market 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 market 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 market package builds on the basic traffic incident response service that is provided by ATMS08, the Traffic Incident Management market package. This market 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 market 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" market package that keeps the public informed during a disaster response. See that market package for more information.

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This market package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The market 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 market 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" market package, which keeps the public informed during evacuations. See that market package for more information.

A comprehensive evacuation and re-entry plan, in the situation of a major disaster or emergency, has not been developed for the region.

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**Disaster Traveler Information (EM10) -- Planned**
This market 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 market 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 market 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 market 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 market 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 market package augments the ATIS market packages that provide traveler information on a day-to-day basis for the surface transportation system. This market package provides focus on the special requirements for traveler information dissemination in disaster situations.

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**ITS Data Mart (AD1) -- Existing**

This market 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 metadata management common to all ITS archives and provides general query and report access to archived data users.

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### ITS Data Warehouse (AD2) -- Planned

This market 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 market package in addition to the basic query and reporting user access features offered by the ITS Data Mart.

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<tr>
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<tr>
<td>Renton Information Service Providers</td>
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<tr>
<td>Renton ITS Field Devices</td>
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<tr>
<td>Renton Traffic Management Center (TMC)</td>
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<td>Seattle Archived Data Management</td>
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<td>Tacoma Emergency Management</td>
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<tr>
<td>Tacoma Emergency Vehicles</td>
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<tr>
<td>Tacoma ITS Field Devices</td>
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</tr>
<tr>
<td>Tukwila Archived Data Management</td>
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<tr>
<td>Tukwila Emergency Management</td>
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</tr>
<tr>
<td>Tukwila ITS Field Devices</td>
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</tr>
<tr>
<td>Tukwila Traffic Management Center (TMC)</td>
<td>Tukwila Traffic Management Center (TMC)</td>
</tr>
<tr>
<td>Washington State Ferries Transportation Operations Center</td>
<td>Washington State Ferries Transportation Operations Center</td>
</tr>
<tr>
<td>Washington State Patrol</td>
<td>Washington State Patrol</td>
</tr>
<tr>
<td>WSDOT Advanced Traveler Information System</td>
<td>WSDOT Advanced Traveler Information System</td>
</tr>
<tr>
<td>WSDOT Commercial Vehicle Administration</td>
<td>WSDOT Commercial Vehicle Administration</td>
</tr>
<tr>
<td>WSDOT Incident Response Teams</td>
<td>WSDOT Incident Response Teams</td>
</tr>
<tr>
<td>WSDOT ITS Field Devices</td>
<td>WSDOT ITS Field Devices</td>
</tr>
<tr>
<td>WSDOT Maintenance and Construction Management</td>
<td>WSDOT Maintenance and Construction Management</td>
</tr>
<tr>
<td>WSDOT Olympic Region TMC</td>
<td>WSDOT Olympic Region TMC</td>
</tr>
<tr>
<td>WSDOT Shoreline TSMC</td>
<td>WSDOT Shoreline TSMC</td>
</tr>
<tr>
<td>WSDOT Toll Administration</td>
<td>WSDOT Toll Administration</td>
</tr>
</tbody>
</table>

### ITS Virtual Data Warehouse (AD3) -- Planned

This market package provides the same broad access to multimodal, multidimensional data from varied data sources as in the ITS Data Warehouse Market Package, but provides this access using enhanced interoperability between physically distributed ITS archives that are each locally managed. Requests for data that are satisfied by access to a single repository in the ITS Data Warehouse Market Package are parsed by the local archive and dynamically translated to requests to remote archives which relay the data necessary to satisfy the request.

- Bellevue Archived Data Management
- Issaquah Archived Data Management
- Kent Archived Data Management
- King County Archived Data Management
- Kirkland Archived Data Management
- Kitsap County Archived Data Management
- Renton Archived Data Management
- Renton Emergency Management
- Renton Information Service Providers
- Renton ITS Field Devices
- Renton Traffic Management Center (TMC)
- Seattle Archived Data Management
- Seattle Commercial Vehicle Administration
- Seattle Emergency Management
- Seattle Information Service Provider
- Seattle ITS Field Devices
- Seattle Maintenance and Construction Management
- Seattle Traffic Management Center (TMC)
- Snohomish County Archived Data Management
- Snohomish County Emergency Management
- Snohomish County Information Service Provider
- Snohomish County ITS Field Devices
- Snohomish County Maintenance and Construction Management
- Snohomish County Traffic Management Center (TMC)
- Sound Transit Management Center
- Tacoma Emergency Management
- Tacoma Emergency Vehicles
- Tacoma ITS Field Devices
- Tukwila Archived Data Management
- Tukwila Emergency Management
- Tukwila ITS Field Devices
- Tukwila Traffic Management Center (TMC)
- Washington State Ferries Transportation Operations Center
- Washington State Patrol
- WSDOT Advanced Traveler Information System
- WSDOT Commercial Vehicle Administration
- WSDOT Incident Response Teams
- WSDOT ITS Field Devices
- WSDOT Maintenance and Construction Management
- WSDOT Olympic Region TMC
- WSDOT Shoreline TSMC
- WSDOT Toll Administration
<table>
<thead>
<tr>
<th>Market Package</th>
<th>Element(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lynnwood Archived Data Management</td>
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</tr>
<tr>
<td>Mountlake Terrace Archived Data Management</td>
<td>-- Not Selected</td>
</tr>
<tr>
<td>Other Archived Data Management</td>
<td>-- Not Selected</td>
</tr>
<tr>
<td>Pierce County Archived Data Management</td>
<td>-- Not Selected</td>
</tr>
<tr>
<td>Puyallup Archived Data Management</td>
<td>-- Not Selected</td>
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<tr>
<td>Redmond Archived Data Management</td>
<td>-- Not Selected</td>
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<tr>
<td>Renton Archived Data Management</td>
<td>-- Not Selected</td>
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<tr>
<td>Seattle Archived Data Management</td>
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</tr>
<tr>
<td>Snohomish County Archived Data Management</td>
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</tr>
<tr>
<td>Tukwila Archived Data Management</td>
<td>-- Not Selected</td>
</tr>
</tbody>
</table>

Turbo Architecture v3.1.8
ITS INVENTORY REPORT
### Element Inventory for Region Puget Sound Regional ITS Architecture

<table>
<thead>
<tr>
<th>Element Inventory</th>
<th>Status:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Amtrak</strong></td>
<td>Existing</td>
</tr>
<tr>
<td><strong>Auburn Commercial Vehicle Administration</strong></td>
<td>Existing</td>
</tr>
<tr>
<td><strong>Auburn Emergency Management</strong></td>
<td>Existing</td>
</tr>
<tr>
<td><strong>Auburn Emergency Vehicles</strong></td>
<td>Existing</td>
</tr>
<tr>
<td><strong>Auburn Information Service Provider</strong></td>
<td>Planned</td>
</tr>
<tr>
<td><strong>Auburn ITS Field Devices</strong></td>
<td>Existing</td>
</tr>
<tr>
<td><strong>Auburn Traffic Management Center (TMC)</strong></td>
<td>Existing</td>
</tr>
<tr>
<td><strong>Bellevue Archived Data Management</strong></td>
<td>Existing</td>
</tr>
<tr>
<td><strong>Bellevue Commercial Vehicle Administration</strong></td>
<td>Existing</td>
</tr>
</tbody>
</table>

#### Amtrak
- **Status:** Existing
- **Description:** Amtrak provides rail service in the region and owns King Street Station. Amtrak coordinates with Sound Transit's Sounder service.
- **Associated Stakeholder:** Railroads
- **Mapped to Entity:** Rail Operations

#### Auburn Commercial Vehicle Administration
- **Status:** Existing
- **Description:** The city has a formal permitting process for oversized truck operations. Permits are issued in person.
- **Associated Stakeholder:** City of Auburn
- **Mapped to Entity:** Other CVAS

#### Auburn Emergency Management
- **Status:** Existing
- **Description:** Coordinates with local agencies during emergencies and road closures. Auburn police will be enforcing automated photo radar and red light running.
- **Associated Stakeholder:** City of Auburn
- **Mapped to Entity:** Emergency Management

#### Auburn Emergency Vehicles
- **Status:** Existing
- **Description:** The City of Auburn emergency vehicles are equipped with traffic signal pre-emption devices.
- **Associated Stakeholder:** City of Auburn
- **Mapped to Entity:** Emergency Vehicle Subsystem

#### Auburn Information Service Provider
- **Status:** Planned
- **Description:** The City of Auburn plans to disseminate real-time traveler information through via the web and cable television.
- **Associated Stakeholder:** City of Auburn
- **Mapped to Entity:** Information Service Provider

#### Auburn ITS Field Devices
- **Status:** Existing
- **Description:** The City of Auburn currently operates and maintains signals owned by the City of Pacific. Traffic signals are equipped for emergency pre-emption. The city also owns CCTV cameras and vehicle speed monitoring/detection devices. They also plan to adopt a highway/rail grade crossing warning system.
- **Associated Stakeholder:** City of Auburn
- **Mapped to Entity:** Roadway Subsystem

#### Auburn Traffic Management Center (TMC)
- **Status:** Existing
- **Description:** The Auburn TMC can view and control traffic camera images, monitor and set traffic signals and collect vehicle detection information. Additionally, the TMC is used to detect and respond to traffic incidents. Both King County and WSDOT are able to access the traffic signal system and camera images at the TMC.
- **Associated Stakeholder:** City of Auburn
- **Mapped to Entity:** Traffic Management

#### Bellevue Archived Data Management
- **Status:** Existing
- **Description:** The City of Bellevue archives traffic data.
- **Associated Stakeholder:** City of Bellevue
- **Mapped to Entity:** Archived Data Management Subsystem

#### Bellevue Commercial Vehicle Administration
- **Status:** Existing
- **Description:** The city has a formal permitting process for oversized truck operations. Permits are issued in person and via fax
- **Associated Stakeholder:**
<table>
<thead>
<tr>
<th>Element Inventory for Region Puget Sound Regional ITS Architecture</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bellevue Commercial Vehicle Administration</strong> Status: Existing</td>
</tr>
<tr>
<td>Description: The city has a formal permitting process for oversized truck operations. Permits are issued in person and via fax</td>
</tr>
<tr>
<td>Mapped to Entity: Other CVAS</td>
</tr>
<tr>
<td><strong>Bellevue Emergency Management</strong> Status: Existing</td>
</tr>
<tr>
<td>Description: City of Bellevue Police and Fire</td>
</tr>
<tr>
<td>Associated Stakeholder: City of Bellevue</td>
</tr>
<tr>
<td>Mapped to Entity: Emergency Management</td>
</tr>
<tr>
<td><strong>Bellevue Emergency Vehicles</strong> Status: Existing</td>
</tr>
<tr>
<td>Description: Local Police and Fire department vehicles are equipped with traffic signal pre-emption devices.</td>
</tr>
<tr>
<td>Associated Stakeholder: City of Bellevue</td>
</tr>
<tr>
<td>Mapped to Entity: Emergency Vehicle Subsystem</td>
</tr>
<tr>
<td><strong>Bellevue Information Service Provider</strong> Status: Existing</td>
</tr>
<tr>
<td>Description: The City of Bellevue has launched an arterial flow map on its web site to provide traveler information.</td>
</tr>
<tr>
<td>Associated Stakeholder: City of Bellevue</td>
</tr>
<tr>
<td>Mapped to Entity: Information Service Provider</td>
</tr>
<tr>
<td><strong>Bellevue ITS Field Devices</strong> Status: Existing</td>
</tr>
<tr>
<td>Description: The City of Bellevue owns vehicle speed monitoring/warning devices and weather/environmental condition sensors. They also operate and maintain the city's traffic signals, as well as select WSDOT-owned traffic signals. Traffic signal timing is coordinated with the City of Kirkland.</td>
</tr>
<tr>
<td>Associated Stakeholder: City of Bellevue</td>
</tr>
<tr>
<td>Mapped to Entity: Roadway Subsystem</td>
</tr>
<tr>
<td><strong>Bellevue Traffic Management Center (TMC)</strong> Status: Existing</td>
</tr>
<tr>
<td>Description: The Bellevue TMC can view and control traffic camera images, monitor and set traffic signals and collect vehicle detection information.</td>
</tr>
<tr>
<td>Associated Stakeholder: City of Bellevue</td>
</tr>
<tr>
<td>Mapped to Entity: Traffic Management</td>
</tr>
<tr>
<td><strong>Burlington Northern Santa Fe (BNSF)</strong> Status: Existing</td>
</tr>
<tr>
<td>Description: Service on Sounder commuter rail is provided through a contract with BNSF.</td>
</tr>
<tr>
<td>Associated Stakeholder: Railroads</td>
</tr>
<tr>
<td>Mapped to Entity: Rail Operations</td>
</tr>
<tr>
<td>Mapped to Entity: Transit Management</td>
</tr>
<tr>
<td><strong>Commercial Vehicles</strong> Status: Existing</td>
</tr>
<tr>
<td>Description: Commercial vehicles participating in freight tracking and electronic clearance programs.</td>
</tr>
<tr>
<td>Associated Stakeholder: Motor Carriers</td>
</tr>
<tr>
<td>Mapped to Entity: Commercial Vehicle Subsystem</td>
</tr>
<tr>
<td><strong>Community Transit Management Center</strong> Status: Existing</td>
</tr>
<tr>
<td>Description: Central operations for CT</td>
</tr>
<tr>
<td>Associated Stakeholder: Community Transit</td>
</tr>
<tr>
<td>Mapped to Entity: Transit Management</td>
</tr>
<tr>
<td><strong>Community Transit Roadside Traveler Information</strong> Status: Planned</td>
</tr>
<tr>
<td>Description: CT will be deploying roadside &quot;Next Bus&quot; information signs.</td>
</tr>
<tr>
<td>Element Inventory for Region Puget Sound Regional ITS Architecture</td>
</tr>
<tr>
<td>---------------------------------------------------------------</td>
</tr>
<tr>
<td>Community Transit Roadside Traveler Information</td>
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<tr>
<td>Description: CT will be deploying roadside “Next Bus” information signs.</td>
</tr>
<tr>
<td>Associated Stakeholder: Community Transit</td>
</tr>
<tr>
<td>Mapped to Entity: Roadway Subsystem</td>
</tr>
<tr>
<td>Community Transit Vehicles</td>
</tr>
<tr>
<td>Description: CT paratransit and fixed route vehicles.</td>
</tr>
<tr>
<td>Associated Stakeholder: Community Transit</td>
</tr>
<tr>
<td>Mapped to Entity: Transit Vehicle Subsystem</td>
</tr>
<tr>
<td>Everett Commercial Vehicle Administration</td>
</tr>
<tr>
<td>Description: Everett has a formal permitting process. Permits are issued in person, over the phone and via fax.</td>
</tr>
<tr>
<td>Associated Stakeholder: City of Everett</td>
</tr>
<tr>
<td>Mapped to Entity: Other CVAS</td>
</tr>
<tr>
<td>Everett Emergency Management</td>
</tr>
<tr>
<td>Description: Everett will be enforcing automated photo radar and red light running.</td>
</tr>
<tr>
<td>Associated Stakeholder: City of Everett</td>
</tr>
<tr>
<td>Mapped to Entity: Emergency Management</td>
</tr>
<tr>
<td>Everett Emergency Vehicles</td>
</tr>
<tr>
<td>Description: Local emergency responders own vehicles equipped with traffic signal pre-emption devices.</td>
</tr>
<tr>
<td>Associated Stakeholder: City of Everett</td>
</tr>
<tr>
<td>Mapped to Entity: Emergency Vehicle Subsystem</td>
</tr>
<tr>
<td>Everett ITS Field Devices</td>
</tr>
<tr>
<td>Description: Snohomish County maintains and operates Everett traffic signals. Traffic signals are equipped for emergency pre-emption. The city also plans to adopt a highway/rail grade crossing warning system.</td>
</tr>
<tr>
<td>Associated Stakeholder: City of Everett</td>
</tr>
<tr>
<td>Mapped to Entity: Roadway Subsystem</td>
</tr>
<tr>
<td>Everett Transit Management Center</td>
</tr>
<tr>
<td>Description: Central Operations for Everett Transit.</td>
</tr>
<tr>
<td>Associated Stakeholder: Everett Transit</td>
</tr>
<tr>
<td>Mapped to Entity: Transit Management</td>
</tr>
<tr>
<td>Everett Transit Vehicles</td>
</tr>
<tr>
<td>Description: ET fixed route and paratransit vehicles.</td>
</tr>
<tr>
<td>Associated Stakeholder: Everett Transit</td>
</tr>
<tr>
<td>Mapped to Entity: Transit Vehicle Subsystem</td>
</tr>
<tr>
<td>Fleet and Freight Management</td>
</tr>
<tr>
<td>Description: Motor carriers working with WSDOT, the Ports, and other freight mobility agencies to implement various security, mobility and traveler information initiatives.</td>
</tr>
<tr>
<td>Associated Stakeholder: Motor Carriers</td>
</tr>
<tr>
<td>Mapped to Entity: Fleet and Freight Management</td>
</tr>
<tr>
<td>Intercity Transit (Olympia)</td>
</tr>
<tr>
<td>Description: Intercity Transit coordinates with Pierce Transit and LINK light rail.</td>
</tr>
<tr>
<td>Associated Stakeholder: Other Local Transit Agencies</td>
</tr>
<tr>
<td>Mapped to Entity: Other Transit Management</td>
</tr>
<tr>
<td>Element Inventory for Region Puget Sound Regional ITS Architecture</td>
</tr>
<tr>
<td>---------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Issaquah Archived Data Management</strong></td>
</tr>
<tr>
<td>Description: The city plans to implement an archived data system to electronically store traffic counts and signal data.</td>
</tr>
<tr>
<td>Associated Stakeholder: City of Issaquah</td>
</tr>
<tr>
<td>Mapped to Entity: Archived Data Management Subsystem</td>
</tr>
<tr>
<td><strong>Issaquah Emergency Management</strong></td>
</tr>
<tr>
<td>Description: Issaquah Police and Fire</td>
</tr>
<tr>
<td>Associated Stakeholder: City of Issaquah</td>
</tr>
<tr>
<td>Mapped to Entity: Emergency Management</td>
</tr>
<tr>
<td><strong>Issaquah Emergency Vehicles</strong></td>
</tr>
<tr>
<td>Description: Local Police and Fire department vehicles are equipped with traffic signal pre-emption devices.</td>
</tr>
<tr>
<td>Associated Stakeholder: City of Issaquah</td>
</tr>
<tr>
<td>Mapped to Entity: Emergency Vehicle Subsystem</td>
</tr>
<tr>
<td><strong>Issaquah Information Service Provider</strong></td>
</tr>
<tr>
<td>Description: The city plans to implement real-time traveler information via the web and Cable TV.</td>
</tr>
<tr>
<td>Associated Stakeholder:</td>
</tr>
<tr>
<td>Mapped to Entity: Information Service Provider</td>
</tr>
<tr>
<td><strong>Issaquah ITS Field Devices</strong></td>
</tr>
<tr>
<td>Description: The City of Issaquah owns, operates and maintains traffic signals, CCTV cameras, Weather/Environmental sensors and Vehicle speed monitoring/warning devices. They coordinate traffic signal timing with WSDOT and traffic signals are TSP and pre-emption equipped.</td>
</tr>
<tr>
<td>Associated Stakeholder: City of Issaquah</td>
</tr>
<tr>
<td>Mapped to Entity: Roadway Subsystem</td>
</tr>
<tr>
<td><strong>Issaquah Maintenance and Construction Management</strong></td>
</tr>
<tr>
<td>Description: The city coordinates with other transportation agencies during construction events, such as road closures, as well as local police and fire districts.</td>
</tr>
<tr>
<td>Associated Stakeholder: City of Issaquah</td>
</tr>
<tr>
<td>Mapped to Entity: Maintenance and Construction Management</td>
</tr>
<tr>
<td><strong>Issaquah Maintenance and Construction Vehicles</strong></td>
</tr>
<tr>
<td>Description: The city plans to implement devices to track and monitor city-owned maintenance and construction vehicles.</td>
</tr>
<tr>
<td>Associated Stakeholder: City of Issaquah</td>
</tr>
<tr>
<td>Mapped to Entity: Maintenance and Construction Vehicle</td>
</tr>
<tr>
<td><strong>Issaquah Traffic Management Center (TMC)</strong></td>
</tr>
<tr>
<td>Description: Issaquah maintains a TMC during peak hours. Operators can view/control traffic cameras, set/monitor traffic signals, set HAR/DMS messages, collect real-time vehicle data, detect incidents and coordinate incident response with other agencies. Issaquah plans to allow shared access to their TMC with WSDOT and begin shared emergency dispatch with both WSDOT and WSP.</td>
</tr>
<tr>
<td>Associated Stakeholder: City of Issaquah</td>
</tr>
<tr>
<td>Mapped to Entity: Traffic Management</td>
</tr>
<tr>
<td><strong>Kent Archived Data Management</strong></td>
</tr>
<tr>
<td>Description: Kent electronically archives transit data and other data.</td>
</tr>
<tr>
<td>Associated Stakeholder: City of Kent</td>
</tr>
<tr>
<td>Mapped to Entity: Archived Data Management Subsystem</td>
</tr>
<tr>
<td><strong>Kent Commercial Vehicle Administration</strong></td>
</tr>
<tr>
<td>Element Inventory for Region Puget Sound Regional ITS Architecture</td>
</tr>
<tr>
<td>---------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Kent Commercial Vehicle Administration</strong> Status: Existing</td>
</tr>
<tr>
<td><strong>Description:</strong> The city has a formal permitting process for oversized truck operations. Permits are issued in person.</td>
</tr>
<tr>
<td><strong>Associated Stakeholder:</strong> City of Kent</td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Other CVAS</td>
</tr>
<tr>
<td><strong>Kent Emergency Management</strong> Status: Planned</td>
</tr>
<tr>
<td><strong>Description:</strong> The City of Kent coordinates with local agencies during emergencies and road closures. Local police will be enforcing automated photo radar and red light running.</td>
</tr>
<tr>
<td><strong>Associated Stakeholder:</strong> City of Kent</td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Emergency Management</td>
</tr>
<tr>
<td><strong>Kent Emergency Vehicles</strong> Status: Existing</td>
</tr>
<tr>
<td><strong>Description:</strong> Local emergency vehicles are equipped with emergency signal pre-emption devices.</td>
</tr>
<tr>
<td><strong>Associated Stakeholder:</strong> City of Kent</td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Emergency Vehicle Subsystem</td>
</tr>
<tr>
<td><strong>Kent ITS Field Devices</strong> Status: Existing</td>
</tr>
<tr>
<td><strong>Description:</strong> The City of Kent operates and maintains city traffic signals, as well as some traffic signals owned by King County and WSDOT.</td>
</tr>
<tr>
<td><strong>Associated Stakeholder:</strong> City of Kent</td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Roadway Subsystem</td>
</tr>
<tr>
<td><strong>Kent Maintenance and Construction Management</strong> Status: Existing</td>
</tr>
<tr>
<td><strong>Description:</strong> The city coordinates with other transportation agencies during construction events, such as road closures, as well as local police and fire districts.</td>
</tr>
<tr>
<td><strong>Associated Stakeholder:</strong> City of Kent</td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Maintenance and Construction Administrative Systems</td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Maintenance and Construction Management</td>
</tr>
<tr>
<td><strong>Kent Maintenance and Construction Vehicles</strong> Status: Existing</td>
</tr>
<tr>
<td><strong>Description:</strong> The city has the ability to automate and manage the scheduling of both routine and corrective maintenance activities on vehicles and equipment</td>
</tr>
<tr>
<td><strong>Associated Stakeholder:</strong> City of Kent</td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Maintenance and Construction Administrative Systems</td>
</tr>
<tr>
<td><strong>Kent Traffic Management Center (TMC)</strong> Status: Planned</td>
</tr>
<tr>
<td><strong>Description:</strong> The City of Kent plans to operate a TMC with the following functionality:</td>
</tr>
<tr>
<td>* View and control traffic cameras</td>
</tr>
<tr>
<td>* Set and monitor signal timing</td>
</tr>
<tr>
<td>* Set messages on VMS/DMS or HAR</td>
</tr>
<tr>
<td>* Collect periodic vehicle detection data</td>
</tr>
<tr>
<td>* Coordinate incident response with other agencies</td>
</tr>
<tr>
<td>The TMC will share camera access with WSDOT.</td>
</tr>
<tr>
<td><strong>Associated Stakeholder:</strong> City of Kent</td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Traffic Management</td>
</tr>
<tr>
<td><strong>King County Archived Data Management</strong> Status: Existing</td>
</tr>
<tr>
<td><strong>Description:</strong> The County currently archives their signal, weather and transit data in an electronic format. King County also archives traffic counts and accident information in an electronic format.</td>
</tr>
<tr>
<td><strong>Associated Stakeholder:</strong> King County</td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Archived Data Management Subsystem</td>
</tr>
</tbody>
</table>
### King County Commercial Vehicle Administration

**Status:** Existing  
**Description:** King County incorporates a formal permitting process for oversized trucks operating on within their jurisdiction. These permits are issued via fax.  
**Associated Stakeholder:** King County  
**Mapped to Entity:** Other CVAS

### King County Emergency Management

**Status:** Existing  
**Description:** The county uses technology to detect potential, looming and actual disasters. They also coordinate emergency management with other agencies. Metro KC and King County plan to monitor transportation infrastructure for potential security threats using sensors and surveillance equipment.  
**Associated Stakeholder:** King County  
**Mapped to Entity:** Alerting and Advisory Systems  
**Mapped to Entity:** Emergency Management  
**Mapped to Entity:** Emergency Personnel  
**Mapped to Entity:** Emergency System Operator  
**Mapped to Entity:** Emergency Telecommunications System  
**Mapped to Entity:** Other Emergency Management  
**Mapped to Entity:** Roadway Environment  
**Mapped to Entity:** Secure Area Environment  
**Mapped to Entity:** Security Monitoring Subsystem

### King County Emergency Vehicles

**Status:** Existing  
**Description:** King County traffic signals and emergency vehicles are equipped with emergency vehicle pre-emption equipment.  
**Associated Stakeholder:** King County  
**Mapped to Entity:** Emergency Vehicle Subsystem

### King County Information Service Provider

**Status:** Existing  
**Description:** Currently the county provides traveler information electronically to traveler through the website and email.  
**Associated Stakeholder:** King County  
**Mapped to Entity:** Information Service Provider  
**Mapped to Entity:** ISP Operator

### King County ITS Field Devices

**Description:** Traffic Signals:  
Traffic signals in King County are equipped with TSP, and emergency vehicle pre-emption. The county operates and maintains traffic signals owned by Algona, Black Diamond, Burien, Covington, Kenmore, Maple Valley, Mercer Island, Newcastle, Pacific, Sammamish, SeaTac, Shoreline, and Woodinville. Signal timing coordination currently exists between Kent, Tukwila, Renton, Kirkland, Federal Way and WSDOT. There are also several agencies that King County plans to coordinate signal timing with. Those agencies consist of Auburn, Redmond, Issaquah, Woodinville, Burien, Seattle and Kenmore.  
Other Devices:  
King County also operates and maintains several other ITS equipment: CCTV Cameras, Weather/Environmental Sensors and Speed monitoring/warning devices. The County also plans to use technology to detect potential, looming, and actual disasters.  
The county also has shared access for traffic cameras and signal devices for the following agencies: Kirkland, Renton, Tukwila and WSDOT. Additionally, those agencies are able to access camera images and signal system or other data from King County.  
**Associated Stakeholder:** King County  
**Mapped to Entity:** Roadway Subsystem

### King County Maintenance and Construction Management

**Status:** Existing  
**Description:** The county coordinates with other transportation agencies during construction events, such as road closures, as well as local police and fire districts.  
**Associated Stakeholder:** King County
<table>
<thead>
<tr>
<th>Element Inventory for Region Puget Sound Regional ITS Architecture</th>
</tr>
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<tbody>
<tr>
<td><strong>King County Maintenance and Construction Management</strong></td>
</tr>
<tr>
<td>Description: The county coordinates with other transportation agencies during construction events, such as road closures, as well as local police and fire districts.</td>
</tr>
<tr>
<td>Mapped to Entity: Maintenance and Construction Management</td>
</tr>
<tr>
<td><strong>King County Maintenance and Construction Vehicles</strong></td>
</tr>
<tr>
<td>Description: The county plans to implement devices to track and monitor city-owned maintenance and construction vehicles.</td>
</tr>
<tr>
<td>Associated Stakeholder: King County</td>
</tr>
<tr>
<td>Mapped to Entity: Maintenance and Construction Vehicle</td>
</tr>
<tr>
<td><strong>King County Metro Facility Security</strong></td>
</tr>
<tr>
<td>Description: KCM will have cameras at Eastgate Park and Ride, which will potentially be monitored at their new central office. KCM has 200 buses with video. Video is downloaded at end of day. Transit police can also get a WiFi connection to the bus and view video that way.</td>
</tr>
<tr>
<td>Associated Stakeholder: King County Metro Transit</td>
</tr>
<tr>
<td>Mapped to Entity: Secure Area Environment</td>
</tr>
<tr>
<td><strong>King County Metro Remote Traveler Information</strong></td>
</tr>
<tr>
<td>Description: KCM has several real-time bus information kiosks and roadside signs, with more planned.</td>
</tr>
<tr>
<td>Associated Stakeholder: King County Metro Transit</td>
</tr>
<tr>
<td>Mapped to Entity: Remote Traveler Support</td>
</tr>
<tr>
<td><strong>King County Metro Transit Management Center</strong></td>
</tr>
<tr>
<td>Description: Central operations for KCM</td>
</tr>
<tr>
<td>Associated Stakeholder: King County Metro Transit</td>
</tr>
<tr>
<td>Mapped to Entity: Transit Management</td>
</tr>
<tr>
<td><strong>King County Metro Transit Police</strong></td>
</tr>
<tr>
<td>Description: Metro Transit Police are a contracted branch of the King County Sheriff.</td>
</tr>
<tr>
<td>Associated Stakeholder: King County Metro Transit</td>
</tr>
<tr>
<td>Mapped to Entity: Emergency Management</td>
</tr>
<tr>
<td><strong>King County Metro Transit Vehicles</strong></td>
</tr>
<tr>
<td>Description: KCM fixed route and paratransit vehicles.</td>
</tr>
<tr>
<td>Associated Stakeholder: King County Metro Transit</td>
</tr>
<tr>
<td>Mapped to Entity: Transit Vehicle Subsystem</td>
</tr>
<tr>
<td><strong>King County Traffic Control Center (TCC)</strong></td>
</tr>
<tr>
<td>Description: At the King County TCC, operators can view/control traffic cameras, set/monitor traffic signals, collect real-time vehicle data, detect incidents and coordinate incident response with other agencies. The King County TMC has shared access to their TMC with Kirkland, Renton, Tukwila and WSDOT.</td>
</tr>
<tr>
<td>Associated Stakeholder: King County</td>
</tr>
<tr>
<td>Mapped to Entity: Traffic Management</td>
</tr>
<tr>
<td><strong>Kirkland Archived Data Management</strong></td>
</tr>
<tr>
<td>Description: Kirkland plans to store, electronically, signal data, transit data, and traffic count data in a central repository. This information will be able to be accessed by King County.</td>
</tr>
<tr>
<td>Associated Stakeholder: City of Kirkland</td>
</tr>
<tr>
<td>Mapped to Entity: Archived Data Management Subsystem</td>
</tr>
<tr>
<td><strong>Kirkland Emergency Management</strong></td>
</tr>
<tr>
<td>Description: Kirkland Police and Fire.</td>
</tr>
<tr>
<td>Element Inventory for Region Puget Sound Regional ITS Architecture</td>
</tr>
<tr>
<td>---------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Kirkland Emergency Management</strong></td>
</tr>
<tr>
<td><strong>Description:</strong> Kirkland Police and Fire.</td>
</tr>
<tr>
<td><strong>Associated Stakeholder:</strong> City of Kirkland</td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Emergency Management</td>
</tr>
</tbody>
</table>

| **Kirkland Emergency Vehicles**                                | Status: Existing |
| **Description:** Kirkland local emergency responder vehicles are equipped with signal pre-emption devices. |                |
| **Associated Stakeholder:** City of Kirkland                  |                |
| **Mapped to Entity:** Emergency Vehicle Subsystem              |                |

| **Kirkland Information Service Provider**                      | Status: Existing |
| **Description:** Kirkland currently disseminates emergency information through DMS and the city website. Kirkland also uses DMS to promote traveler information through workzones. |                |
| **Associated Stakeholder:** City of Kirkland                  |                |
| **Mapped to Entity:** Other ISP                                |                |

| **Kirkland ITS Field Devices**                                 | Status: Existing |
| **Description:** Kirkland currently maintains and operates traffic cameras for King County. King County and WSDOT operate and maintain Kirkland-owned traffic signals. Traffic signal timing is coordinated between King County, WSDOT and the City of Bellevue. VMS/DMS and CCTV camera images are also part of the City of Kirkland's roadside inventory. |                |
| **Associated Stakeholder:** City of Kirkland                  |                |
| **Mapped to Entity:** Roadway Subsystem                        |                |

| **Kirkland Maintenance and Construction Management**           | Status: Existing |
| **Description:** Kirkland maintenance and construction management has the capability to manage the scheduling of routine and corrective maintenance activities for construction and maintenance vehicles. |                |
| **Associated Stakeholder:** City of Kirkland                  |                |
| **Mapped to Entity:** Maintenance and Construction Management |                |

| **Kirkland Maintenance and Construction Vehicles**            | Status: Existing |
| **Description:** Kirkland Construction and Maintenance vehicles are able to be electronically tracked to determine their location. |                |
| **Associated Stakeholder:** City of Kirkland                  |                |
| **Mapped to Entity:** Maintenance and Construction Vehicle    |                |

| **Kirkland Traffic Management Center**                        | Status: Planned |
| **Description:** The City of Kirkland is planning a Traffic Management Center. |                |
| **Associated Stakeholder:** City of Kirkland                  |                |
| **Mapped to Entity:** Traffic Management                      |                |

| **Kitsap County Archived Data Management**                    | Status: Planned |
| **Description:** The County currently stores signal and traffic count data, that WSDOT is able to access. |                |
| **Associated Stakeholder:** Kitsap County                     |                |
| **Mapped to Entity:** Archived Data Management Subsystem      |                |

| **Kitsap County Emergency Management**                        | Status: Existing |
| **Description:** County Sheriff and Fire.                     |                |
| **Associated Stakeholder:** Kitsap County                     |                |
| **Mapped to Entity:** Emergency Management                    |                |

| **Kitsap County Emergency Vehicles**                          | Status: Existing |
| **Description:**                                             |                |
| **Associated Stakeholder:** Kitsap County                     |                |
| **Mapped to Entity:** Emergency Management                    |                |
### Kitsap County Emergency Vehicles

**Status:** Existing

**Description:** Kitsap traffic signals are equipped with emergency pre-emption.

**Associated Stakeholder:** Kitsap County

**Mapped to Entity:** Emergency Vehicle Subsystem

### Kitsap County Information Service Provider

**Status:** Planned

**Description:** Kitsap plans to disseminates traveler information through their website.

**Associated Stakeholder:** Kitsap County

**Mapped to Entity:** Information Service Provider

### Kitsap County ITS Field Devices

**Status:** Existing

**Description:** The county of Kitsap currently owns, operates and maintains their traffic signals, and operates some WSDOT traffic signals. The County also owns CCVT Camera, VMS/DMS and HAR.

**Associated Stakeholder:** Kitsap County

**Mapped to Entity:** Roadway Subsystem

### Kitsap County Traffic Management Center (TMC)

**Status:** Existing

**Description:** The TMC personnel are able to view and control traffic camera images, monitor and set traffic signals, detect incidents, coordinate incident response, and collect vehicle detection information. Additionally, the County would like to implement a work zone monitoring system to detect intrusions, monitor traffic and disseminate travel information.

**Associated Stakeholder:** Kitsap County

**Mapped to Entity:** Traffiic Management

### Kitsap Transit Management Center

**Status:** Existing

**Description:** Central operations for KT

**Associated Stakeholder:** Kitsap Transit

**Mapped to Entity:** Transit Management

### Kitsap Transit Vehicles

**Status:** Existing

**Description:** Kitsap Transit fixed route and paratransit vehicles.

**Associated Stakeholder:** Kitsap Transit

**Mapped to Entity:** Transit Vehicle Subsystem

### Lynnwood Archived Data Management

**Status:** Planned

**Description:** The city plans to store Edmonds, Mountlake Terrace, Community Transit and the University of Washington's traffic/roadway data in an electronic format. This data includes, video detection system alerts, UPS data, Emergency vehicle pre-emption logs, transit data, traffic counts, signal data and weather data.

**Associated Stakeholder:** City of Lynnwood

**Mapped to Entity:** Archived Data Management Subsystem

### Lynnwood Commercial Vehicle Administration

**Status:** Existing

**Description:** Lynnwood has a formal permitting process for oversized truck operations. Permits are issued in person and over the phone.

**Associated Stakeholder:** City of Lynnwood

**Mapped to Entity:** Other CVAS

### Lynnwood Emergency Management

**Status:** Planned

**Description:** Local police plan to use red light cameras to automatically enforce traffic violations.

**Associated Stakeholder:** City of Lynnwood

**Mapped to Entity:** Emergency Management

### Lynnwood Emergency Vehicles

**Status:** Existing

**Description:** Lynnwood traffic signals and emergency vehicles are equipped with emergency vehicle pre-emption equipment.

**Associated Stakeholder:** City of Lynnwood
<table>
<thead>
<tr>
<th><strong>Element Inventory for Region Puget Sound Regional ITS Architecture</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Lynnwood Emergency Vehicles</strong></td>
</tr>
</tbody>
</table>
| **Description:** Lynnwood traffic signals and emergency vehicles are equipped with emergency vehicle pre-emption equipment.  
*Mapped to Entity:* Emergency Vehicle Subsystem |
| **Lynnwood Information Service Provider**  | Status: Existing |
| **Description:** The city currently provides traveler information to the public through their website. They plan to be able to provide traveler information using Kiosks in the future.  
*Associated Stakeholder:* City of Lynnwood  
*Mapped to Entity:* Information Service Provider |
| **Lynnwood ITS Field Devices**  | Status: Existing |
| **Description:** The City of Lynnwood operates and maintains traffic signals owned by Edmonds and Mountlake Terrace. Signals are equipped for emergency vehicle pre-emption and TSP. CCTV cameras and vehicle speed monitoring/warning devices are also owned and operated by the city.  
*Associated Stakeholder:* City of Lynnwood  
*Mapped to Entity:* Roadway Subsystem |
| **Lynnwood Traffic Management Center (TMC)**  | Status: Existing |
| **Description:** The TMC operates on a seasonal/agency schedule. Operators at the TMC can view/control camera images, set/monitor traffic signal timing, and collect real time vehicle detection data. Additionally, Edmonds and Mountlake Terrace are able to view and control traffic cameras. They are able to access the signal system data at the TMC.  
*Associated Stakeholder:* City of Lynnwood  
*Mapped to Entity:* Traffic Management |
| **Marysville Commercial Vehicle Administration**  | Status: Existing |
| **Description:** Marysville has a formal permitting process for oversized truck operations. Permits can be filed in person.  
*Associated Stakeholder:* City of Marysville  
*Mapped to Entity:* Other CVAS |
| **Marysville Emergency Management**  | Status: Existing |
| **Description:** The city has a written Emergency Management Plan with Snohomish County and WSDOT.  
*Associated Stakeholder:* City of Marysville  
*Mapped to Entity:* Emergency Management |
| **Marysville Emergency Vehicles**  | Status: Existing |
| **Description:** Local Police and Fire department vehicles are equipped with traffic signal pre-emption devices.  
*Associated Stakeholder:* City of Marysville  
*Mapped to Entity:* Emergency Vehicle Subsystem |
| **Marysville Information Service Provider**  | Status: Planned |
| **Description:** Marysville plans to disseminate traveler information via cable television and a website.  
*Associated Stakeholder:*  
*Mapped to Entity:* Information Service Provider |
| **Marysville ITS Field Devices**  | Status: Existing |
| **Description:** The city of Marysville operates WSDOT traffic signals.  
*Associated Stakeholder:* City of Marysville  
*Mapped to Entity:* Roadway Subsystem |
| **Marysville Traffic Management Center (TMC)**  | Status: Planned |
| **Description:** The City plans to operate a TMC 24/7 to collect vehicle collection data.  
*Associated Stakeholder:* City of Marysville |
## Inventory Report

**Element Inventory for Region Puget Sound Regional ITS Architecture**

### Marysville Traffic Management Center (TMC)  
**Status:** Planned

*Description:* The City plans to operate a TMC 24/7 to collect vehicle collection data.  
*Mapped to Entity:* Traffic Management

### Mountlake Terrace Archived Data Management  
**Status:** Existing

*Description:* The city currently electronically stores traffic count and signal data for future analysis.  
*Associated Stakeholder:* City of Mountlake Terrace  
*Mapped to Entity:* Archived Data Management Subsystem

### Mountlake Terrace Emergency Vehicles  
**Status:** Existing

*Description:* Mountlake Terrace traffic signals and emergency vehicles are equipped with emergency vehicle pre-emption equipment.  
*Associated Stakeholder:* City of Mountlake Terrace  
*Mapped to Entity:* Emergency Vehicle Subsystem

### Mountlake Terrace ITS Field Devices  
**Status:** Existing

*Description:* The City currently owns, operates and maintains traffic signals that are emergency vehicle pre-emption and TSP equipped. They also operate CCTV cameras.  
*Associated Stakeholder:* City of Mountlake Terrace  
*Mapped to Entity:* Roadway Subsystem

### Mountlake Terrace Traffic Management Center (TMC)  
**Status:** Existing

*Description:* The City of Lynnwood is also involved with the Mountlake Terrace TMC. Here personnel can view/control cameras, set/monitor signals, collect real-time vehicle data, and detect incidents.  
*Associated Stakeholder:* City of Mountlake Terrace  
*Mapped to Entity:* Traffic Management

### ORCA Kiosks  
**Status:** Planned

*Description:* Traveler information and purchasing kiosks for ORCA Smart Card.  
*Associated Stakeholder:* Puget Sound Transit Agencies  
*Mapped to Entity:* Remote Traveler Support

### ORCA Regional Fare Clearinghouse  
**Status:** Planned

*Description:* Clearinghouse for reconciliation of ORCA integrated transit fare payment system.  
*Associated Stakeholder:* Puget Sound Transit Agencies  
*Mapped to Entity:* Transit Management
ORCA Smart Cards

**Description:** Electronic fare payment card for the region.

**Associated Stakeholder:** Puget Sound Transit Agencies

**Stakeholders in this group:**
- Community Transit
- King County Metro Transit
- WSDOT/WSF
- Sound Transit
- Other Local Transit Agencies
- Kitsap Transit
- Pierce Transit
- Everett Transit

**Mapped to Entity:** Traveler Card

Other Archived Data Management

**Description:** Many smaller local cities and towns electronically store traffic count information for future examination.

- Arlington currently stores traffic or roadway data in an electronic format.
- Carnation plans to store traffic counts and the roadway distress rating system in an electronic format. TIB is a participating agency.
- Covington stores transit data in an electronic format.
- Lakewood currently stores traffic signal and traffic count data electronically.
- Poulsbo currently stores transit data in an electronic format.
- Steilacoom currently stores transit data in an electronic format.
- Woodway is currently building a GIS Map and databases; they intend to collect traffic and weather data to store in a database.
- Lake Stevens electronically stores some transportation data.

**Associated Stakeholder:** Other Puget Sound Public Works Agencies

**Mapped to Entity:** Archived Data Management Subsystem

**Mapped to Entity:** Other Archives

Other City Maintenance and Construction Management

**Description:**
- Carnation plans to have the capability to automate/manage the scheduling of maintenance activities on vehicles and other equipment.
- Gig Harbor has the capability to automate/manage the scheduling of maintenance activities on vehicles and other equipment.
- Lake Stevens maintenance and construction management has the capability to manage the scheduling of routine and corrective maintenance activities for construction and maintenance vehicles.
- Milton plans to have the capability to manage the scheduling of routine and corrective maintenance activities for construction and maintenance vehicles.
- Woodway coordinates with emergency management and local jurisdictions for maintenance road closures.
- North Bend coordinates with King Co Police/North Bend Fire/Highway Patrol for road maintenance.
- City of Brier: Small community that does not operate traffic signals. Coordinates with local police/fire and school districts for road closures.
- City of Steilacoom: Small community, does not operate traffic signals. Provides roads maintenance. Coordinates with Lakewood, University Place, Pierce County, Steilacoom Public Safety for road closures.
- City of Maple Valley: Coordinates with WSDOT for maintenance road closures.
- City of Port Orchard
- City of Mill Creek
- City of SeaTac coordinates with Metro, WSDOT, Schools, King Co, Police, Fire.
- Normandy Park
- City of Poulsbo: Coordinates with Police, Fire, Kitsap Transit, School District for road closures.
- City of Covington: Coordinates with WSDOT, King County and Kent Fire for road closures.
- City of Pacific: Coordinates with police/fire for road closures.
- City of Kenmore: Coordinates with Lake Forest Park
- City of Arlington: Coordinates with local police/fire, Marysville, Snohomish County, WSDOT
- City of Enumclaw: Coordinates with King County, WSDOT.
# Other City Maintenance and Construction Management

**Status:** Existing

**Description:**
- Carnation plans to have the capability to automate/manage the scheduling of maintenance activities on vehicles and other equipment.
- Gig Harbor has the capability to automate/manage the scheduling of maintenance activities on vehicles and other equipment.
- Lake Stevens maintenance and construction management has the capability to manage the scheduling of routine and corrective maintenance activities for construction and maintenance vehicles.
- Milton plans to have the capability to manage the scheduling of routine and corrective maintenance activities for construction and maintenance vehicles.
- Woodway coordinates with emergency management and local jurisdictions for maintenance road closures.
- North Bend coordinates with King Co Police/North Bend Fire/Highway Patrol for road maintenance.
- City of Brier: Small community that does not operate traffic signals. Coordinates with local police/fire and school districts for road closures.
- City of Steilacoom: Small community, does not operate traffic signals. Provides roads maintenance. Coordinates with Lakewood, University Place, Pierce County, Steilacoom Public Safety for road closures.
- City of Maple Valley: Coordinates with WSDOT for maintenance road closures.
- City of Port Orchard
- City of Mill Creek
  - City of SeaTac coordinates with Metro, WSDOT, Schools, King Co, Police, Fire.
- Normandy Park
- City of Poulsbo: Coordinates with Police, Fire, Kitsap Transit, School District for road closures.
- City of Covington: Coordinates with WSDOT, King County and Kent Fire for road closures.
- City of Pacific: Coordinates with police/fire for road closures.
- City of Kenmore: Coordinates with Lake Forest Park
- City of Arlington: Coordinates with local police/fire, Marysville, Snohomish County, WSDOT
- City of Enumclaw: Coordinates with King County, WSDOT.

**Associated Stakeholder:** Other Puget Sound Public Works Agencies

**Mapped to Entity:** Maintenance and Construction Management

**Mapped to Entity:** Other MCM

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# Other Commercial Vehicle Administration

**Status:** Existing

**Description:**
- Many local municipalities have formal processes for permitting oversized trucks within their jurisdictions.
  - Clyde Hill has a formal permitting process. Permits are issued in person
  - Covington has a formal permitting process. Permits are issued in person and via fax.
  - Kenmore has a formal permitting process. Permits are issued in person and via fax.
  - Normandy Park has a formal permitting process. Permits are issued in person, via fax and mail.
  - SeaTac has a formal permitting process. Permits are issued in person and via fax.

**Associated Stakeholder:** Other Puget Sound Public Works Agencies

**Mapped to Entity:** Other CVAS

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# Other Jurisdiction ITS Field Devices

**Status:** Existing
### Other Jurisdiction ITS Field Devices

**Status:** Existing

**Description:** Many local transportation agencies have roadway equipment such as traffic signals, vehicle speed monitoring/warning devices and weather/environmental condition sensors.

- Arlington roadside equipment includes traffic signals and vehicle speed warning and monitoring devices. Arlington Traffic signals are equipped with emergency pre-emption devices.
- Carnation roadside equipment includes vehicle warning and monitoring equipment.
- Clyde Hill traffic signals are jointly maintained and operated with the City of Medina.
- Covington traffic signals are maintained and operated by King County, and are equipped with emergency pre-emption devices. Covington also owns vehicle speed monitoring/warning equipment.
- Federal Way traffic signals are maintained and operated by King County. Traffic timing is coordinated with King County and WSDOT signals, and are equipped with emergency pre-emption devices and transit signal priority (TSP). Federal Way also owns CCTV cameras and vehicle speed monitoring/warning devices.
- Gig Harbor traffic signals are maintained and operated by Pierce County and WSDOT. Timing is coordinated with WSDOT and signals are equipped with emergency pre-emption devices. Gig Harbor also owns vehicle speed monitoring/warning devices.
- Lakewood currently owns traffic signals that are operated and maintained by Pierce County. The city's signal system is integrated with highway-rail warning system, and are pre-emption equipped.
- University Place currently owns traffic signals maintained and operated by the Pierce County. Traffic signals are emergency pre-emption and TSP equipped. The city also owns VMS/DMS and vehicle speed monitoring/warning devices.
- Mill Creek owns traffic cameras and vehicle speed monitoring devices.
- SeaTac is planning a red light enforcement system.

**Associated Stakeholder:** Other Puget Sound Public Works Agencies

**Mapped to Entity:** Other Roadway

**Mapped to Entity:** Roadway Subsystem

### Other Jurisdiction Traffic Management

**Status:** Existing

**Description:** Includes agencies owning/operating isolated signals within their jurisdiction. Includes:

- City of Clyde Hill (joint operations with Medina)
- City of Milton (signals maintained by Fife)
- City of Newcastle (signals operated and maintained by King County)
- City of Mill Creek (signals operated and maintained by Snohomish County, coordinated timing with WSDOT and Snohomish County)
- City of SeaTac (signals operated and maintained by WSDOT/King County)
- City of Lakewood (Signals operated and maintained by Pierce County)
- City of Poulsbo (Signals operated and maintained by Bremerton)
- City of Covington (Signals operated and maintained by King County)
- City of Pacific (Signals operated and maintained by King County, Algona, Auburn)
- City of Kenmore (Signals operated and maintained by King County)
- City of Arlington (Signals operated and maintained by Snohomish County)

**Associated Stakeholder:** Other Puget Sound Public Works Agencies

**Mapped to Entity:** Other Traffic Management

**Mapped to Entity:** Traffic Management

### Other Local Emergency Management

**Status:** Existing
## Other Local Emergency Management

**Status:** Existing  

**Description:** Local agencies coordinates with Emergency Management for road closures, as well as uses technology to detect potential, looming and actual disasters.  
- Carnation has a written emergency management plan with local emergency management. Carnation has the potential to detect potential and looming disasters.  
- Covington plans to write a emergency management plan with local emergency management.  
- Federal Way has a written emergency management plan.  
- Kenmore has a written emergency management plan with the City of Lake Forest Park.  
- Lake Stevens has a written emergency management plan.  
- Lakewood local police use red light cameras to automatically enforce traffic violations.  
- Mill Creek has a written emergency management plan.  
- Milton has a written emergency management plan.  
- Newcastle plans to write an emergency management plan.  
- North Bend plans to write an emergency management plan.  
- Port Orchard plans to write an emergency management plan with Kitsap County.  
- SeaTac coordinates with local police and fire departments during road closures. Local Police will be enforcing automated photo radar and red light running.  
- Steilacoom has a written emergency management plan with Public Safety, Pierce Transit, Department of Corrections and DHSH.  
- Woodway has a written emergency management plan with ESCA and affiliates.  

**Associated Stakeholder:** Other Puget Sound Emergency Responders  
**Mapped to Entity:** Emergency Management

## Other Local Emergency Vehicles

**Status:** Existing  

**Description:** Many local emergency responders own vehicles equipped with traffic signal pre-emption.  
- Agencies include: Arlington, Covington, Federal Way, Gig Harbor, Kenmore, Kirkland, Lakewood, Maple Valley, Mill Creek, Milton, Newcastle, Pacific, SeaTac, University Place  

**Associated Stakeholder:** Other Puget Sound Emergency Responders  
**Mapped to Entity:** Emergency Vehicle Subsystem

## Other Local Ports

**Status:** Planned  

**Description:** Local Ports not currently deploying ITS at this time, including Everett and Bremerton.  

**Associated Stakeholder:** Ports  
**Mapped to Entity:** Intermodal Freight Depot

## Personal Information Access

**Status:** Existing  

**Description:** Personal electronic devices used to access traveler information, including cell phones and PDAs.  

**Associated Stakeholder:** Travelers  
**Mapped to Entity:** Personal Information Access

## Pierce County Archived Data Management

**Status:** Existing  

**Description:** Pierce County stores transit data in an electronic format.  

**Associated Stakeholder:** Pierce County  
**Mapped to Entity:** Archived Data Management Subsystem

## Pierce County Commercial Vehicle Administration

**Status:** Existing  

**Description:** Pierce county has a formal permitting process. Permits are issued in person.  

**Associated Stakeholder:** Pierce County  
**Mapped to Entity:** Other CVAS

## Pierce County Emergency Management

**Status:** Existing  

**Description:** Pierce County currently provides critical infrastructure monitoring for County Ferries, as well as Sheriff and Fire response.  

**Associated Stakeholder:** Pierce County  
**Mapped to Entity:** Emergency Management
<table>
<thead>
<tr>
<th>Element Inventory for Region Puget Sound Regional ITS Architecture</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Pierce County Emergency Management</strong></td>
</tr>
<tr>
<td><strong>Status:</strong> Existing</td>
</tr>
<tr>
<td><strong>Description:</strong> Pierce County currently provides critical infrastructure monitoring for County Ferries, as well as Sheriff and Fire response.</td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Security Monitoring Subsystem</td>
</tr>
<tr>
<td><strong>Pierce County Emergency Vehicles</strong></td>
</tr>
<tr>
<td><strong>Status:</strong> Existing</td>
</tr>
<tr>
<td><strong>Description:</strong> Pierce County emergency responder vehicles are equipped with signal pre-emption devices.</td>
</tr>
<tr>
<td><strong>Associated Stakeholder:</strong> Pierce County</td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Emergency Vehicle Subsystem</td>
</tr>
<tr>
<td><strong>Pierce County ITS Field Devices</strong></td>
</tr>
<tr>
<td><strong>Status:</strong> Existing</td>
</tr>
<tr>
<td><strong>Description:</strong> Pierce County currently maintains traffic signals for Lakewood and University Place. County signals are coordinated with WSDOT and are equipped with emergency pre-emption devices.</td>
</tr>
<tr>
<td><strong>Associated Stakeholder:</strong> Pierce County</td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Roadway Subsystem</td>
</tr>
<tr>
<td><strong>Pierce County Public Works</strong></td>
</tr>
<tr>
<td><strong>Status:</strong> Existing</td>
</tr>
<tr>
<td><strong>Description:</strong> Pierce County operates traffic signals, maintains signals for Lakewood and University Place and coordinates signal timing with WSDOT. There are no plans for a formal TMC at this time. Pierce County Public Works also operates a small ferry service.</td>
</tr>
<tr>
<td><strong>Associated Stakeholder:</strong> Pierce County</td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Multimodal Transportation Service</td>
</tr>
<tr>
<td>Provider</td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Traffic Management</td>
</tr>
<tr>
<td><strong>Pierce Transit Management Center</strong></td>
</tr>
<tr>
<td><strong>Status:</strong> Existing</td>
</tr>
<tr>
<td><strong>Description:</strong> Centralized operations for PT. NOTE: Pierce Transit will have a link to the County Sheriff and ECC.</td>
</tr>
<tr>
<td><strong>Associated Stakeholder:</strong> Pierce Transit</td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Transit Management</td>
</tr>
<tr>
<td><strong>Pierce Transit Vehicles</strong></td>
</tr>
<tr>
<td><strong>Status:</strong> Existing</td>
</tr>
<tr>
<td><strong>Description:</strong> Pierce Transit vehicles</td>
</tr>
<tr>
<td><strong>Associated Stakeholder:</strong> Pierce Transit</td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Transit Vehicle Subsystem</td>
</tr>
<tr>
<td><strong>Port of Seattle</strong></td>
</tr>
<tr>
<td><strong>Status:</strong> Existing</td>
</tr>
<tr>
<td><strong>Description:</strong> Air and Sea Port operated by the Port of Seattle.</td>
</tr>
<tr>
<td><strong>Associated Stakeholder:</strong> Ports</td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Intermodal Freight Depot</td>
</tr>
<tr>
<td><strong>Port of Tacoma</strong></td>
</tr>
<tr>
<td><strong>Status:</strong> Existing</td>
</tr>
<tr>
<td><strong>Description:</strong> Air and Sea Ports operated by the Port of Tacoma.</td>
</tr>
<tr>
<td><strong>Associated Stakeholder:</strong> Ports</td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Intermodal Freight Depot</td>
</tr>
<tr>
<td><strong>Private ISPs</strong></td>
</tr>
<tr>
<td><strong>Status:</strong> Existing</td>
</tr>
<tr>
<td><strong>Description:</strong> Private industry traveler information services.</td>
</tr>
<tr>
<td><strong>Associated Stakeholder:</strong></td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Other ISP</td>
</tr>
<tr>
<td><strong>Puyallup Archived Data Management</strong></td>
</tr>
<tr>
<td><strong>Status:</strong> Existing</td>
</tr>
<tr>
<td><strong>Description:</strong> Pullyup currently collects transit data, traffic counts, accident, signs and pavement data. Data is shared upon request.</td>
</tr>
<tr>
<td><strong>Associated Stakeholder:</strong> City of Puyallup</td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Archived Data Management Subsystem</td>
</tr>
<tr>
<td>Element Inventory for Region Puget Sound Regional ITS Architecture</td>
</tr>
<tr>
<td>---------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Puylallup Commercial Vehicle Administration</strong> Status: Planned</td>
</tr>
<tr>
<td><strong>Description:</strong> Puylallup issues commercial vehicle permits in person and via fax.</td>
</tr>
<tr>
<td><strong>Associated Stakeholder:</strong> City of Puylallup</td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Other CVAS</td>
</tr>
</tbody>
</table>

| **Puylallup Emergency Management** Status: Existing |
| **Description:** Puylallup currently has a formal written emergency management plan for their jurisdiction. Other stakeholders include Pierce County and WSDOT. The city also disseminates emergency traveler information to the traveling public. |
| **Associated Stakeholder:** City of Puylallup |
| **Mapped to Entity:** Emergency Management |

| **Puylallup ITS Field Devices** Status: Existing |
| **Description:** The city's traffic signal timing is coordinated with WSDOT signals. Puylallup signals are also maintained by the state. Traffic cameras are used to monitor traffic in work zones, and driver information is provided in work zones by DMS. |
| **Associated Stakeholder:** City of Puylallup |
| **Mapped to Entity:** Roadway Subsystem |

| **Puylallup Maintenance and Construction** Status: Existing |
| **Description:** The city coordinates with other transportation agencies during construction events, such as road closures. |
| **Associated Stakeholder:** City of Puylallup |
| **Mapped to Entity:** Maintenance and Construction Management |

| **Puylallup Maintenance and Construction Vehicles** Status: Existing |
| **Description:** The city currently has the ability to automate the scheduling of routine and corrective maintenance activities on vehicles and other equipment on the roadway. |
| **Associated Stakeholder:** City of Puylallup |
| **Mapped to Entity:** Maintenance and Construction Vehicle |

| **Puylallup Traffic Management Center (TMC)** Status: Planned |
| **Description:** The city plans to operate a TMC during peak hours. The TMC will support the following operations: View traffic camera images, Set signal timing plans, Monitor signal timing performance, Collect vehicle detection data (periodic) and Coordinate incident response with other agencies. |
| **Associated Stakeholder:** City of Puylallup |
| **Mapped to Entity:** Traffic Management |

| **Redmond Archived Data Management** Status: Planned |
| **Description:** Redmond plans to store traffic signal and traffic count data electronically. |
| **Associated Stakeholder:** City of Redmond |
| **Mapped to Entity:** Archived Data Management Subsystem |

| **Redmond Emergency Management** Status: Existing |
| **Description:** Local Police and Fire departments coordinate with city agency. Redmond plans to adopt automated photo enforcement equipment such as red light running. |
| **Associated Stakeholder:** City of Redmond |
| **Mapped to Entity:** Alerting and Advisory Systems |
| **Mapped to Entity:** Emergency Management |

| **Redmond Emergency Vehicles** Status: Existing |
| **Description:** |
| **Associated Stakeholder:** City of Redmond |
| **Mapped to Entity:** Emergency Management |
### Redmond Emergency Vehicles
**Status:** Existing

**Description:** Redmond Fire vehicles are equipped with traffic signal pre-emption equipment

**Associated Stakeholder:** City of Redmond

**Mapped to Entity:** Emergency Vehicle Subsystem

### Redmond Information Service Provider
**Status:** Planned

**Description:** The City of Redmond is planning to share real-time traveler information to travelers through a website, cable television, and kiosks.

**Associated Stakeholder:** City of Redmond

**Mapped to Entity:** Information Service Provider

### Redmond ITS Field Devices
**Status:** Existing

**Description:** The City of Redmond currently coordinates signal timing with WSDOT, and has existing rail/highway grade crossing warning systems. Additionally, Redmond shares CCTV camera images with WSDOT. The City also plans to monitor infrastructure to detect potential disasters.

**Associated Stakeholder:** City of Redmond

**Mapped to Entity:** Roadway Subsystem

### Redmond Traffic Management Center (TMC)
**Status:** Existing

**Description:** The Redmond TMC collects vehicle detection data, allows personnel to view and control camera images, as well as setting and monitoring signal timing.

**Associated Stakeholder:** City of Redmond

**Mapped to Entity:** Traffic Management

### Regional Transit Trip Planner
**Status:** Existing

**Description:** King County’s Trip Planner provides trip planning services that include coordination with Washington State Ferries.

**Associated Stakeholder:**

**Mapped to Entity:** Information Service Provider

### Remote Traveler Support
**Status:** Existing

**Description:** Several transit agencies, including King County Metro and Sound Transit, provide real-time transit information displays.

**Associated Stakeholder:** Travelers

**Mapped to Entity:** Remote Traveler Support

### Renton Archived Data Management
**Status:** Existing

**Description:** The city stores traffic signal and traffic count data electronically.

**Associated Stakeholder:** City of Renton

**Mapped to Entity:** Archived Data Management Subsystem

### Renton Commercial Vehicle Administration
**Status:** Existing

**Description:** Renton has a formal permitting process for oversized truck operations. Permits are issued in person.

**Associated Stakeholder:** City of Renton

**Mapped to Entity:** Other CVAS

### Renton Emergency Management
**Status:** Planned

**Description:** Renton coordinates with local police and fire departments during road closures. Local police will be enforcing automated photo radar and red light running.

**Associated Stakeholder:** City of Renton

**Mapped to Entity:** Emergency Management

### Renton Emergency Vehicles
**Status:** Existing

**Description:** Renton traffic signals and emergency vehicles are equipped with emergency vehicle pre-emption devices.

**Associated Stakeholder:** City of Renton
### Renton Emergency Vehicles
**Status:** Existing

**Description:** Renton traffic signals and emergency vehicles are equipped with emergency vehicle pre-emption devices.

**Mapped to Entity:** Emergency Vehicle Subsystem

### Renton Information Service Providers
**Status:** Planned

**Description:** The City is planning to share real-time traveler information to travelers through a website, cable television, and kiosks.

**Associated Stakeholder:** City of Renton

**Mapped to Entity:** Information Service Provider

### Renton ITS Field Devices
**Status:** Existing

**Description:** The City currently coordinates signal timing with WSDOT, King County, and the city of Tukwila; and has existing rail/highway grade crossing warning systems. Additionally, Renton owns CCTV camera, and vehicle speed monitoring/warning devices.

**Associated Stakeholder:** City of Renton

**Mapped to Entity:** Roadway Subsystem

### Renton Traffic Management Center (TMC)
**Status:** Existing

**Description:** The Renton TMC collects vehicle detection data, allows personnel to view and control camera images, as well as setting and monitoring signal timing. The center also supports real-time vehicle data collection and coordination for incident response. The center also shares access to cameras and the signal system with King County.

**Associated Stakeholder:** City of Renton

**Mapped to Entity:** Traffic Management

### Seattle Archived Data Management
**Status:** Planned

**Description:** Seattle plans to store transit and traffic count data. They also plan to store speed, occupancy, and vehicle classification information in an electronic format.

**Associated Stakeholder:** City of Seattle

**Mapped to Entity:** Archived Data Management Subsystem

### Seattle Commercial Vehicle Administration
**Status:** Existing

**Description:** Seattle currently has an existing formal process for permitting oversized trucks on their streets. The current method of permitting is via internet, in person, fax and over the phone.

**Associated Stakeholder:** City of Seattle

**Mapped to Entity:** Commercial Vehicle Administration

### Seattle Emergency Management
**Status:** Existing

**Description:** Seattle has a formal emergency management plan with all city departments and regional jurisdictions.

**Associated Stakeholder:** City of Seattle

**Mapped to Entity:** Emergency Management

### Seattle Emergency Vehicles
**Status:** Existing

**Description:** Seattle traffic signals and emergency vehicles are equipped with emergency pre-emption devices.

**Associated Stakeholder:** City of Seattle

**Mapped to Entity:** Emergency Vehicle Subsystem

### Seattle Information Service Provider
**Status:** Existing

**Description:** Seattle plans to provide real-time information to the traveling public via kiosks. They currently provide traveler information through their website, fax and email outlets.

**Associated Stakeholder:** City of Seattle

**Mapped to Entity:** Information Service Provider

### Seattle ITS Field Devices
**Status:** Existing
Element Inventory for Region Puget Sound Regional ITS Architecture

Seattle ITS Field Devices

**Status:** Existing

**Description:** The City of Seattle maintains and operates traffic signals owned by WSDOT. Traffic signals are equipped with TSP and emergency vehicle pre-emption. The city also maintains and operates CCTV cameras, DMS/VMS, vehicle speed monitoring devices, and drawbridge control systems.

**Associated Stakeholder:** City of Seattle

**Mapped to Entity:** Roadway Subsystem

Seattle Maintenance and Construction Management

**Status:** Planned

**Description:** The city coordinates with emergency responders and WSDOT for road closures and emergencies. They also coordinate with other transportation agencies. The city plans to implement automatic scheduling of routine and corrective maintenance activities on vehicles and other Seattle owned equipment.

**Associated Stakeholder:** City of Seattle

**Mapped to Entity:** Maintenance and Construction Management

Seattle Maintenance and Construction Vehicles

**Status:** Planned

**Description:** The city plans to equip maintenance and construction vehicles with tracking devices to electronically track and ascertain their locations.

**Associated Stakeholder:** City of Seattle

**Mapped to Entity:** Maintenance and Construction Vehicle

Seattle Traffic Management Center (TMC)

**Status:** Existing

**Description:** The Seattle TMC operates during peak hours. Operators have the ability to view and control traffic cameras, set/monitor signal timing, monitor highway/rail crossings, set VMS/DMS messages, collect periodic vehicle data, and detect incidents. The TMC is also used to coordinate incident response with other agencies. WSDOT has access to view cameras, and signal system data. The city also shares camera images with the local TV stations, and camera control with the Seattle Emergency Operations Center (EOC) and 911 center.

**Associated Stakeholder:** City of Seattle

**Mapped to Entity:** Traffic Management

Snohomish County Archived Data Management

**Status:** Existing

**Description:** Snohomish County currently archives traffic signal data, traffic counts and weather data.

**Associated Stakeholder:** Snohomish County

**Mapped to Entity:** Archived Data Management Subsystem

Snohomish County Emergency Management

**Status:** Planned

**Description:** Snohomish County Sheriff and Fire. The County plans to develop a formal emergency management plan.

**Associated Stakeholder:** Snohomish County

**Mapped to Entity:** Emergency Management

Snohomish County Emergency Vehicles

**Status:** Existing

**Description:** Snohomish County Traffic signals and emergency vehicles are equipped with emergency pre-emption devices.

**Associated Stakeholder:** Snohomish County

**Mapped to Entity:** Emergency Vehicle Subsystem

Snohomish County Information Service Provider

**Status:** Planned

**Description:** Snohomish County plans to provide traveler information to the traveling public via the web and email.

**Associated Stakeholder:** Snohomish County

**Mapped to Entity:** Information Service Provider

Snohomish County ITS Field Devices

**Status:** Existing
## Snomish County ITS Field Devices

**Status:** Existing

**Description:** Snohomish County owns, operates and maintains ITS field devices, as well as operational and maintenance sharing for other agency-owned equipment.

**Traffic Signals:**
Snohomish County operates and maintains traffic signals for Bothell, Mill Creek, Arlington, Stanwood, WSDOT Mukilteo and Everett. Signals are equipped with emergency vehicle pre-emption and TSP.

**Other Equipment:**
The county also maintains and operates CCTV cameras, weather/environmental sensors and vehicle speed monitoring/warning devices. The county also uses technology to detect potential, looming, and actual disasters.

**Associated Stakeholder:** Snohomish County

**Mapped to Entity:** Roadway Subsystem

## Snohomish County Maintenance and Construction Management

**Status:** Existing

**Description:** The county coordinates with emergency responders and WSDOT for road closures and emergencies. They also coordinate with other transportation agencies. The county has a system to automatically schedule routine and corrective maintenance activities on vehicles and other County owned equipment.

**Associated Stakeholder:** Snohomish County

**Mapped to Entity:** Maintenance and Construction Management

## Snohomish County Traffic Management Center (TMC)

**Status:** Existing

**Description:** The TMC operates on seasonal/agency schedule. Operators can view and control traffic cameras, set and monitor traffic signals and monitor rail/highway crossings. Periodic vehicle detection is also collected at the TMC.

Bothell, Marysville and Mill Creek have shared access to the TMC to view camera images, with Bothell and Marysville sharing camera control. Marysvill and WSDOT also share access to the county's signal system.

**Associated Stakeholder:** Snohomish County

**Mapped to Entity:** Traffic Management

## Sound Transit Express Buses

**Status:** Existing

**Description:** ST Express buses are operated via contracts with King County Metro, Pierce Transit and Community Transit.

**Associated Stakeholder:** Sound Transit

**Mapped to Entity:** Transit Vehicle Subsystem

## Sound Transit LINK Light Rail

**Status:** Existing

**Description:** LINK Light Rail is the regional light rail system that is existing in Tacoma with several more lines under construction.

**Associated Stakeholder:** Sound Transit

**Mapped to Entity:** Transit Vehicle Subsystem

## Sound Transit Management Center

**Status:** Existing

**Description:** Centralized operations for Sound Transit.

**Associated Stakeholder:** Sound Transit

**Mapped to Entity:** Transit Management

## Sound Transit Remote Traveler Information

**Status:** Planned

**Description:** ST Sounder AVL data will be used to provide real time customer info on the platform.

**Associated Stakeholder:** Sound Transit

**Mapped to Entity:** Remote Traveler Support

## Sound Transit Secure Area Monitoring

**Status:** Planned

**Description:** Sounder has six station security cameras. The feeds will be shared with Amtrak.

**Associated Stakeholder:** Sound Transit

**Mapped to Entity:** Secure Area Environment
<table>
<thead>
<tr>
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<tr>
<td><strong>Sound Transit Sounder Trains</strong></td>
</tr>
<tr>
<td>Status: Existing</td>
</tr>
<tr>
<td><strong>Description:</strong> Commuter train service operated by BNSF.</td>
</tr>
<tr>
<td><strong>Associated Stakeholder:</strong> Sound Transit</td>
</tr>
<tr>
<td><strong>Mapped to Entity:</strong> Transit Vehicle Subsystem</td>
</tr>
</tbody>
</table>

| **Tacoma Commercial Vehicle Administration**                |
| Status: Existing                                             |
| **Description:** Tacoma has a formal permitting process.     |
| Permits are issued in person, over the phone and via fax.   |
| **Associated Stakeholder:** City of Tacoma                   |
| **Mapped to Entity:** Other CVAS                             |

| **Tacoma Emergency Management**                             |
| Status: Planned                                              |
| **Description:** Tacoma plans to write an emergency         |
| management plan with Tacoma Public Works                    |
| **Associated Stakeholder:** City of Tacoma                   |
| **Mapped to Entity:** Emergency Management                   |

| **Tacoma Emergency Vehicles**                               |
| Status: Existing                                             |
| **Description:** Tacoma emergency responder vehicles are    |
| equipped with signal pre-emption devices.                   |
| **Associated Stakeholder:** City of Tacoma                   |
| **Mapped to Entity:** Emergency Management                   |

| **Tacoma ITS Field Devices**                                |
| Status: Existing                                             |
| **Description:** Tacoma currently operates and maintains    |
| city-owned and WSDOT-owned traffic cameras within their     |
| jurisdiction. Signals are emergency vehicle pre-emption and |
| TSP enabled. The city also owns HAR and vehicle speed       |
| monitoring, warning devices.                                |
| **Associated Stakeholder:** City of Tacoma                   |
| **Mapped to Entity:** Roadway Subsystem                      |

| **Tacoma Rail**                                             |
| Status: Existing                                             |
| **Description:** Tacoma Rail provides rail service at the   |
| Port of Tacoma                                              |
| **Associated Stakeholder:** Railroads                       |
| **Mapped to Entity:** Rail Operations                        |

| **Trade Corridor Operating System (TCOS)**                  |
| Status: Existing                                             |
| **Description:** Freight information management program     |
| used to TCOS uses secure enter and exchange information     |
| among shippers, transport agencies, and border inspection   |
| agencies along the I-5 corridor, including the ports of     |
| Seattle and Tacoma.                                        |
| **Associated Stakeholder:** Ports                           |
| **Mapped to Entity:** Commercial Vehicle Check              |

| **Tukwila Archived Data Management**                        |
| Status: Planned                                              |
| **Description:** The City plans to archive signal and transit |
| data.                                                       |
| **Associated Stakeholder:** City of Tukwila                 |
| **Mapped to Entity:** Archived Data Management Subsystem    |

| **Tukwila Commercial Vehicle Administration**               |
| Status: Existing                                             |
| **Description:** Tukwila has a formal permitting process for |
| oversized truck operations. Permits are issued in person.   |
| **Associated Stakeholder:** City of Tukwila                 |
| **Mapped to Entity:** Other CVAS                             |

| **Tukwila Emergency Management**                            |
| Status: Planned                                              |
| **Description:** Tukwila plans to develop a formal emergency |
| management plan.                                            |
| **Associated Stakeholder:** City of Tukwila                 |
| **Mapped to Entity:** Emergency Management                   |
## Element Inventory for Region Puget Sound Regional ITS Architecture

### Tukwila Emergency Vehicles

**Status:** Existing

**Description:**

- Associated Stakeholder: City of Tukwila
- Mapped to Entity: Emergency Vehicle Subsystem

### Tukwila ITS Field Devices

**Status:** Existing

**Description:**

- The city currently owns, operates and maintains traffic signals and CCTV Cameras. Traffic signals are emergency vehicle pre-emption and TSP enabled.
- Associated Stakeholder: City of Tukwila
- Mapped to Entity: Roadway Subsystem

### Tukwila Traffic Management Center (TMC)

**Status:** Existing

**Description:**

- The Tukwila TMC can view and control traffic camera images, monitor and set traffic signals and collect real-time vehicle detection information.
- Associated Stakeholder: City of Tukwila
- Mapped to Entity: Traffic Management

### Union Pacific

**Status:** Existing

**Description:**

- Union Pacific owns and operates rail infrastructure in the region.
- Associated Stakeholder: Railroads
- Mapped to Entity: Rail Operations

### Vehicles

**Status:** Existing

**Description:**

- Traveler vehicles that provide data to roadside devices.
- Associated Stakeholder: Travelers
- Mapped to Entity: Vehicle

### Washington State Ferries Transportation Operations Center

**Status:** Existing

**Description:**

- Centralized operations for WSF.
- Associated Stakeholder: WSDOT/WSF
- Mapped to Entity: Transit Management

### Washington State Ferry Vessels

**Status:** Existing

**Description:**

- WSF vessels
- Associated Stakeholder: WSDOT/WSF
- Mapped to Entity: Transit Vehicle Subsystem

### Washington State Patrol

**Status:** Existing

**Description:**

- WSP responds to freeway incidents, provides security for WSF, and also provides HOV and toll payment enforcement.
  - WSP CAD data is shared with WSDOT
- Associated Stakeholder: Washington State Patrol
- Mapped to Entity: Emergency Management

### Washington State Patrol Vehicles

**Status:** Existing

**Description:**

- WSP Vehicles
- Associated Stakeholder: Washington State Patrol
- Mapped to Entity: Emergency Vehicle Subsystem

### WSDOT Advanced Traveler Information System

**Status:** Existing

**Description:**

- WSDOT real time traveler information system, providing traveler information via web (WSDOT CARS), 511, kiosks and cable TV, including ferry information and Puget Sound traffic info.
- Associated Stakeholder: WSDOT/WSF
### WSDOT Advanced Traveler Information System
**Status:** Existing

**Description:** WSDOT real time traveler information system, providing traveler information via web (WSDOT CARS), 511, kiosks and cable TV, including ferry information and Puget Sound traffic info.

*Mapped to Entity: Information Service Provider*

### WSDOT Commercial Vehicle Administration
**Status:** Existing

**Description:** Commercial vehicle credentialing and administration functions performed by WSDOT.

*Associated Stakeholder: WSDOT/WSF*

*Mapped to Entity: Commercial Vehicle Administration*

### WSDOT Commercial Vehicle Check
**Status:** Existing

**Description:** Roadside AVI and Weigh-In-Motion systems and safety checks via WSDOT's CVISN program.

*Associated Stakeholder: WSDOT/WSF*

*Mapped to Entity: Commercial Vehicle Check*

### WSDOT Critical Infrastructure Monitoring
**Status:** Existing

**Description:** WSDOT has identified critical infrastructure in the region (bridges, ferries, etc.) in need of security monitoring. WSDOT and WSP also provides security monitoring at facilities such as park and ride lots and ferry terminals.

*Associated Stakeholder: WSDOT/WSF*

*Mapped to Entity: Secure Area Environment*

*Mapped to Entity: Security Monitoring Subsystem*

### WSDOT GoodToGo! Transponders
**Status:** Planned

**Description:** GoodToGo! is WSDOT's electronic toll collection program.

*Associated Stakeholder: WSDOT/WSF*

*Mapped to Entity: Traveler Card*

### WSDOT Incident Response Teams
**Status:** Existing

**Description:** IRT staff are a specially trained group of WSDOT maintenance employees who respond to blocking incidents on freeways and highways.

*Associated Stakeholder: WSDOT/WSF*

*Mapped to Entity: Maintenance and Construction Management*

*Mapped to Entity: Maintenance and Construction Vehicle*

### WSDOT ITS Field Devices
**Status:** Existing

**Description:** Includes signals, cameras, DMS, HAR, environmental sensors, and other WSDOT ITS devices installed at the roadside.

*Associated Stakeholder: WSDOT/WSF*

*Mapped to Entity: Roadway Subsystem*

### WSDOT Maintenance and Construction Management
**Status:** Existing

**Description:**

*Associated Stakeholder: WSDOT/WSF*

*Mapped to Entity: Maintenance and Construction Management*

### WSDOT Maintenance and Construction Vehicles
**Status:** Existing

**Description:**

*Associated Stakeholder: WSDOT/WSF*

*Mapped to Entity: Maintenance and Construction Vehicle*

### WSDOT Olympic Region TMC
**Status:** Existing

**Description:** WSDOT's Olympic Region Traffic Management Center, located in Tacoma.
# Element Inventory for Region Puget Sound Regional ITS Architecture

## WSDOT Olympic Region TMC  
**Status:** Existing

**Description:** WSDOT's Olympic Region Traffic Management Center, located in Tacoma.

**Associated Stakeholder:** WSDOT/WSF

**Mapped to Entity:** Traffic Management

## WSDOT Shoreline TSMC  
**Status:** Existing

**Description:** WSDOT's Traffic Systems Management Center (TSMC) operates the freeway management systems and coordinates with local agencies and WSP.

**Associated Stakeholder:** WSDOT/WSF

**Mapped to Entity:** Traffic Management

## WSDOT Toll Administration  
**Status:** Planned

**Description:** Administration of future toll collection systems on Tacoma Narrows Bridge and SR 167 HOT Lanes

**Associated Stakeholder:** WSDOT/WSF

**Mapped to Entity:** Toll Administration

## WSDOT Toll Collection  
**Status:** Planned

**Description:** Collection of tolls on WSDOT facilities.

**Associated Stakeholder:** WSDOT/WSF

**Mapped to Entity:** Toll Collection
Puget Sound Regional Council
INTELLIGENT TRANSPORTATION SYSTEMS (ITS) REGIONAL ARCHITECTURE

ITS STANDARDS REPORT
**Relevant Standards Activities**

8/14/2006   5:14:36PM

Standards for Puget Sound Regional ITS Architecture

> NOTE: The ITS standards presented in this report may represent a superset of options, and in some cases, provide redundant capabilities. In addition, these ITS standards are at different maturity levels. Care should be taken to select the standards that best meet the needs of the region or project.

<table>
<thead>
<tr>
<th>Lead SDO</th>
<th>Standard Name</th>
<th>Version</th>
<th>Document ID</th>
</tr>
</thead>
<tbody>
<tr>
<td>AASHTO/ITE/NEMA</td>
<td>NTCIP Center-to-Center Standards Group</td>
<td>(See Footnote)</td>
<td></td>
</tr>
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Puget Sound Regional ITS Architecture

Regional ITS Architecture for the area served by the Puget Sound Regional Council, including King, Pierce, Snohomish and Kitsap Counties in Washington State.

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Turbo Architecture v3.1.8
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Source: WSDOT Shoreline TSMC

Destination: WSDOT Maintenance and Construction Management