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INTRODUCTION

The objective of this report is to update the TransPort Regional Intelligent Transportation System (ITS) Architecture for the Portland, Oregon metropolitan area, which was originally created in 2001, and to add an Operational Concept Plan that provides a high-level “executive summary” overview of how the region’s stakeholders and systems work together to provide ITS services. ITS encompasses a broad range of advanced technologies and communications to relieve congestion, enhance safety, provide services to travelers, and to increase the efficiency of the existing transportation infrastructure. ITS technologies are currently used by many agencies in the Portland metropolitan area today and plans are in place to expand the use of ITS applications in the future. The TransPort Regional ITS Architecture and the Operational Concept Plan play a key role in guiding institutional agreements and technical integration for ITS project deployment throughout the region.

This report documents the following elements:

- Overview of the National ITS Architecture
- Geographic boundary, timeframe, and scope of the TransPort Regional ITS Architecture
- ITS stakeholders within the region
- Inventory of existing and planned systems
- User services needed in the region
- Market packages that address user services
- Interconnects between systems
- Operational Concept Plan
- Maintenance Plan

Appendix A includes a glossary of the acronyms used throughout this report.

Who is TransPort?

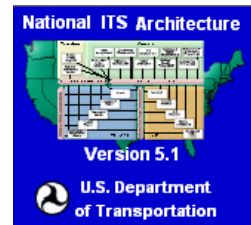
The Transportation Portland (TransPort) Committee is a consortium of transportation agencies with the following mission: “To provide safe, efficient multi-modal travel in the Portland-Vancouver metropolitan area by using technology and public/private cooperation to integrate the operation of regional transportation facilities.”¹ TransPort partners include DOT’s (Oregon Department of Transportation, Washington State Department of Transportation, and Federal Highway Administration), Metro, TriMet, Portland State University, counties (Clackamas, Multnomah, and Washington), the City of Portland, and numerous other cities in the metropolitan area. The TransPort Committee was initially formed in 1993 and representatives from member agencies currently meet monthly to reach consensus on ITS deployment throughout the region.

The TransPort Committee is also an official subcommittee of Metro’s Transportation Policy Alternatives Committee (TPAC). Metro, which is the metropolitan planning organization for the Portland area, serves the 1.3 million residents in 25 cities and the urban portions of Clackamas, Multnomah, and Washington counties. TPAC provides technical input to Metro’s Joint Policy Advisory Committee on Transportation (JPACT) on transportation planning and funding priorities. Through the Metro committee structure, the TransPort Committee provides the regional guidance on ITS planning and funding.

¹ *TransPort: A New Way of Thinking* (brochure). Prepared by the Oregon Department of Transportation for TransPort.

NATIONAL ITS ARCHITECTURE OVERVIEW

The U.S. Department of Transportation developed the National ITS Architecture to ensure that intelligent transportation systems deployed around the country can communicate with one another and share information to maximize the return of investment on ITS. "The National ITS Architecture is a general framework for planning, defining, and integrating ITS. It was developed to support ITS implementations over a 20-year time period in urban, interurban, and rural environments across the country."²



The National ITS Architecture, currently Version 5.1, is fully documented online³. The version number is updated when a number of changes or additions are made to the architecture.

For example, if a transportation agency wants to clear incidents faster, the architecture defines a function to monitor roadways and identifies the interconnection and information flows between the roadway, the traffic operations center, and the emergency management center needed to provide responders with incident information. The architecture provides the framework for the process, but does not define how this is done with technology or management techniques.

The Federal Highway Administration (FHWA) published a Final Rule policy⁴ that all agencies seeking federal highway trust funding for ITS projects must develop a regional architecture that is compliant with the National ITS Architecture. The Federal Transit Administration (FTA) published a similar policy⁵ that applies to federal funding from the mass transit account of the highway trust fund.

In summary, the primary reasons for developing a regional ITS architecture that conforms with the National ITS Architecture include the following:

- Develop a framework for institutional agreements and technical integration for organized ITS project deployment that meets local transportation user needs.
- Build consensus among regional stakeholders about resource and information sharing and activity coordination.
- Meet federal funding requirements.

The National ITS Architecture is comprised of two components: the logical architecture and the physical architecture. The following subsections provide a brief overview of these concepts.

Logical Architecture

The logical architecture defines the requirements needed to provide the selected user services. User services describe what functions ITS should perform from the user's perspective. The logical architecture is comprised of the following components:

² *Regional ITS Architecture Guidance: Developing, Using, and Maintaining an ITS Architecture for Your Region.* Report FHWA-OP-02-024. U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration, National ITS Architecture Team, Oct. 12, 2001.

³ *National ITS Architecture Version 5.1.* Developed by Iteris Inc. for the U.S. Department of Transportation, June 6, 2005. <http://itsarch.iteris.com/itsarch/> Accessed Sept. 22, 2005.

⁴ *Intelligent Transportation System Architecture and Standards: Final Rule.* FHWA Docket No. FHWA-99-5899. U.S. Department of Transportation, Federal Highway Administration, Jan. 8, 2001.

⁵ *Federal Transit Administration National ITS Architecture Policy on Transit Projects: Notice.* FTA Docket No. FTA-99-6147. Federal Transit Administration, Jan. 8, 2001.

- **Processes:** Activities and functions that must work together and share information to provide a user service.
- **Terminators:** Represent the people, systems, environment, and other subsystems that interact with intelligent transportation systems. These are described in more detail in the Physical Architecture subsection.
- **Data Flows:** Information exchange between processes or between processes and terminators. For example, light rail train arrival data is exchanged between wayside detectors in the tracks and traffic signal systems.
- **Data Stores:** Repositories of information maintained by the processes.

The logical architecture is typically described by data flow diagrams (DFD's) and process specifications (PSpecs) for specific project-related systems. Data flow diagrams graphically represent the processes, terminators, data flows, and data stores in a hierarchical format. The process specifications are used to write the specifications for specific project-related systems and consist of an overview, a set of functional requirements, and a complete listing of inputs and outputs. Public sector agencies tailor the logical architecture by identifying the processes, terminators, data flows and data stores that are existing or planned for a region.

Physical Architecture

The physical architecture creates a high-level structure around the processes and data flows included in the logical architecture. It consists of subsystems, equipment packages, terminators, architecture flows, and architecture interconnects, which are all described in this subsection. Figure 1 illustrates the high-level physical architecture of the National ITS Architecture and includes the subsystems and architecture interconnects between subsystems. Figure 2 depicts the interaction between the logical and physical architectures.

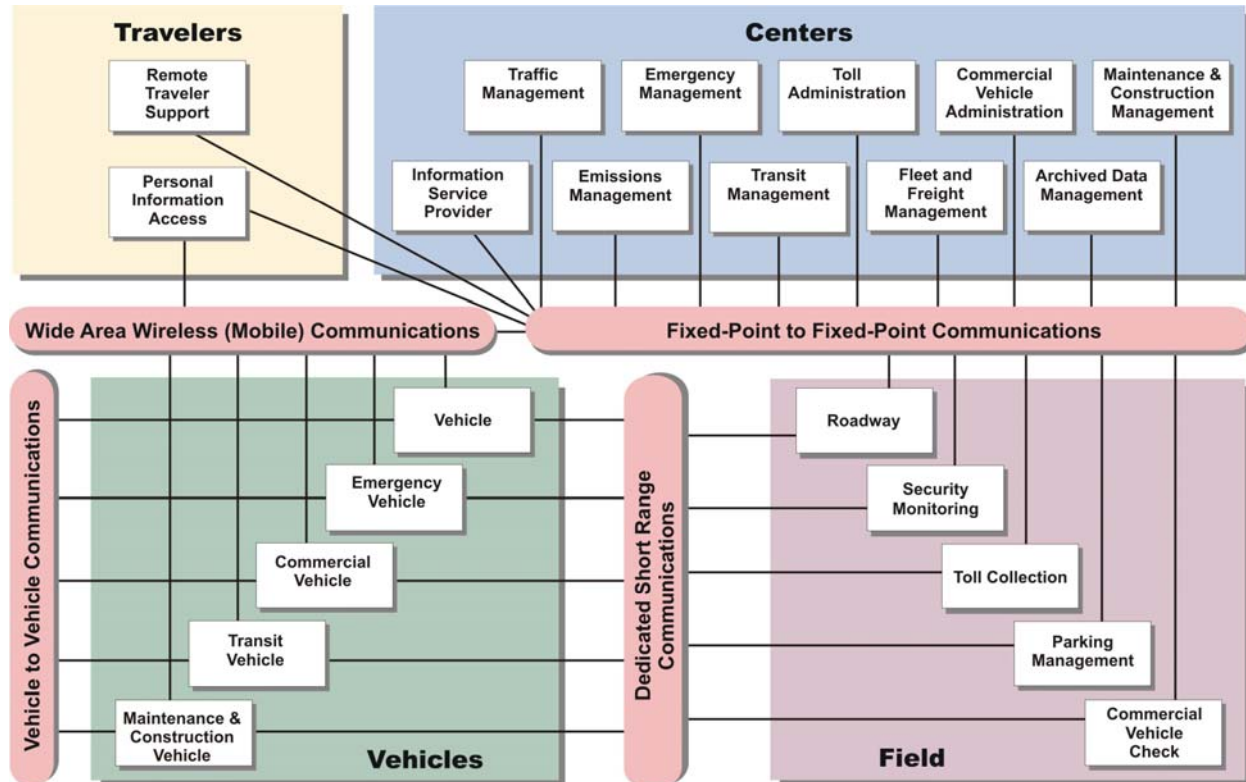


Figure 1. High-Level Physical National ITS Architecture

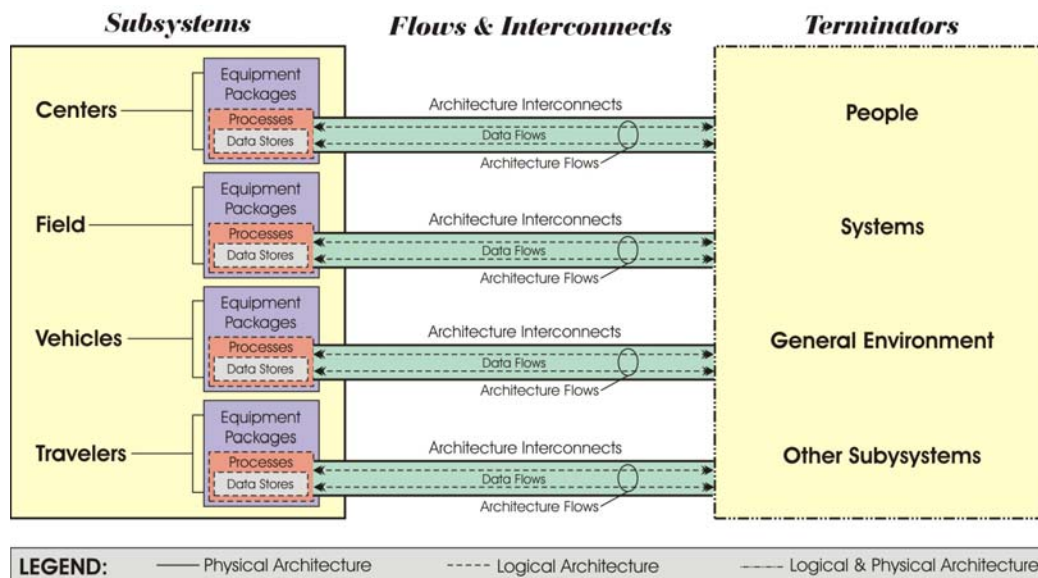


Figure 2. Logical and Physical Architecture Components

Subsystems

A subsystem represents a grouping of processes defined in the logical architecture that may be defined by single entities. There are 22 subsystems in the physical architecture that are assigned to four overarching classes that correspond to the physical world as described in Table 1 and illustrated in Figure 1.

Table 1. Subsystem Classes

Subsystem Class	Function	Real World Examples
Centers	Provide management, administration, and support functions for the transportation system.	- ODOT Transportation Management Operations Center (TMOC) 911 Centers (e.g. CCOM, BOEC)
Field	Provide direct interface to the roadway network, vehicles traveling on the roadway network, and travelers in transit.	- Traffic Signals - Dynamic Message Signs - PDX Parking System
Vehicles	Use the roadway network and provide driver information and safety systems.	- TriMet Fleet - Fire and Police Vehicles
Travelers	Gain access to traveler information through the use of equipment.	- TripCheck Website 511 Traveler Information Number

Equipment Packages

Equipment packages group similar processes of a subsystem together into an implementable package that addresses user services. The equipment packages are considered the building blocks of the physical architecture subsystems. Table 2 lists several examples of equipment packages in the National ITS Architecture.

Table 2. Sample Equipment Packages

Equipment Package	Process Specifications (PSpecs)	User Service Addressed
Roadway Basic Surveillance	- Process Traffic Sensor Data - Process Traffic Images	Traffic Control
Transit Center Tracking and Dispatch	- Manage Transit Vehicle Operations - Update Transit Map Data	Public Transportation Management
Emergency Evacuation Support	- Manage Emergency Response - Provide Operator Interface for Emergency Data - Provide Evacuation Coordination - Manage Evacuation	Disaster Response and Evacuation

Terminators

Terminators, also called entities, define the boundary of the architecture by representing the people, systems, other subsystems, and general environment that interface with intelligent transportation systems. The National ITS Architecture includes interfaces between terminators and subsystems and processes, but does not allocate function requirements to terminators. For example, an emergency system operator is a terminator that interfaces with the emergency management subsystem; however, the architecture does not define the functions performed by the operator to support the agency. The same set of terminators applies to both the logical and physical architectures, but the logical architecture processes communicate using data flows and the physical architecture subsystems communicate using architecture flows.

Architecture Flows

Architecture flows, also called information flows, are groupings of data flows that represent the actual information exchanged between subsystems and terminators and are the primary tool used to define interfaces within a regional ITS architecture. For example, an accident report is an architecture flow that is exchanged between a 911 center (subsystem) and the appropriate emergency system operator (terminator).

Architecture Interconnects

Architecture interconnects, also called information interconnects, are the communications paths that carry architecture flows between the subsystems and terminators. These interconnects, shown in Figure 1, are typically grouped into one of the four categories listed in Table 3.

Table 3. Architecture Interconnects

Interconnect	Function	Real World Example
Fixed-Point to Fixed-Point Communications	Uses a communications network to link stationary entities.	Fiber optic connection between a traffic operations center and a CCTV camera
Wide Area Wireless Communications	Uses wireless devices to link users and infrastructure-based systems.	Mobile telephone used to access traveler information
Dedicated Short Range Communications	Uses wireless communications channels to link vehicles and the immediate infrastructure within close proximity.	Radio waves between a roadside transmitter and a vehicle
Vehicle to Vehicle Communications	Uses a wireless system to link communications between vehicles.	Future vehicle collision avoidance systems

TRANSPORT REGIONAL ITS ARCHITECTURE

As the name implies, a regional ITS architecture provides an ITS framework for a particular region. The TransPort Regional ITS Architecture was originally developed in 2001 to meet the federal architecture requirements. It was created in Turbo Architecture⁶, which is a software tool designed to support development of regional and project architectures based on the National ITS Architecture. The Turbo Architecture database is intended to be a living document that gets updated by the key stakeholders as the regional needs change. The Turbo Architecture software is updated in conjunction with National ITS Architecture updates. Table 4 provides a timeline of the TransPort Regional ITS Architecture in relation to the various versions of the National ITS Architecture and the Turbo Architecture software. Minimal maintenance has been performed over the last four years. The TransPort Architecture Subcommittee was formed to manage and maintain the Regional ITS Architecture for the TransPort Committee. They are the steering committee for this project.



Table 4. TransPort Regional ITS Architecture Timeline

TransPort Regional ITS Architecture		National/Turbo Architecture	
Version	Timeline	Version	Date
1	2001 (June): Regional ITS Architecture was developed.	National 3.0 Turbo 1.1	Jan. 2000 April 2001
2	2003 (Feb.): Regional ITS Architecture was updated for the <i>Clackamas County ITS Plan</i> .	National 4.0 Turbo 2.0	April 2002 May 2002
3	2005 (Feb.): Regional ITS Architecture was updated for the <i>Washington County ITS Plan</i> .	National 5.0 Turbo 3.0	Oct. 2003 April 2004
4	2005 (Oct.): Regional ITS Architecture is being updated as part of this project.	National 5.1 Turbo 3.1	April 2005 May 2005

Regional ITS Plans

A number of agencies within the Portland metropolitan area have developed ITS plans specific to their agency or group of agencies as listed in Table 5. Each ITS plan varies in scope and timeframe, but all of the plans combined cover the geographic area of the Portland metropolitan area and include some form of project sequencing. Several of the plans address the ITS architecture. The TriMet ITS Plan summarizes the TransPort Regional ITS Architecture as it relates to TriMet since it was created in the same timeframe as the plan. As previously listed in Table 4, the ITS plans for Clackamas County and Washington County include updates to the TransPort Regional ITS Architecture. As part of both plans, a change log was developed to document all changes to the TransPort Turbo Architecture database. The *Oregon ITS Strategic Plan* provides a statewide architecture, and the ITS plan for the Portland International Airport includes project-specific architectures. All of these regional ITS plans were taken into consideration as part of the update to the TransPort Regional ITS Architecture.

⁶ Turbo Architecture, Version 3.1. Developed by Iteris, Inc. for the U.S. Department of Transportation, Federal Highway Administration, May 2005.

Table 5. Regional ITS Plans in the Portland Metropolitan Area

Agency	ITS Plan	Plan Timeframe	Includes Architecture?
Clackamas County*	<i>Clackamas County ITS Plan</i> . Prepared by DKS Associates and Zenn Associates, Feb. 2003.	20-year	✓
City of Gresham/ East Multnomah County*	<i>Gresham/East Multnomah County Traffic Signal System and Communications Master Plan Update</i> . Prepared by DKS Associates, Sept. 2001.	10-year	✓
City of Portland**	<i>City of Portland Intelligent Transportation System Implementation Plan</i> . Prepared by DKS Associates, June 1997.	20-year	
ODOT	<i>Oregon ITS Strategic Plan: 1997 – 2017</i> . Prepared by ODOT, Oct. 1998.	20-year	✓
	<i>TransPort ODOT Region 1 Intelligent Transportation System Implementation and Operations Plan</i> . Prepared by DKS Associates, April 2000.	5-year	
	<i>ODOT Region 1, Intelligent Transportation System Plan</i> . Prepared by Parametrix, July 2005.	5-year	
Port of Portland	<i>Portland International Airport Intelligent Transportation Systems Master Plan</i> . Prepared by PB Farradyne and Leigh Fisher Associates, Feb. 2002.	10-year	✓
TriMet	<i>TriMet 5-Year Intelligent Transportation System Plan</i> . Prepared by PB Farradyne and Batelle, 2001.	5-year	✓
Washington County*	<i>Washington County ITS Plan</i> . Prepared by DKS Associates and Zenn Associates, Feb. 2005.	5-year	✓

* The county ITS plans were developed for the portions of the county and the cities in that county that fall within the Metro boundary.

** The City of Portland recently incorporated their ITS projects into their 2004 TSP.

Architecture Update Process

This update to the TransPort Regional ITS Architecture was driven by three updates to the National ITS Architecture since 2001. In particular, the maintenance and construction management subsystem was added to the architecture and a number of homeland security-oriented services were added to the emergency management subsystem. Appendix B includes a more detailed summary of the changes to the National ITS Architecture between Versions 3.0 and 5.1 that impact the TransPort Regional ITS Architecture. A current evaluation of the FHWA Regional ITS Architecture Assessment Checklist for the newly updated architecture can be found in Appendix C.

Figure 3 illustrates the steps that were followed to update the TransPort Regional ITS Architecture. Each of the following steps is described in this section of the report:

- **Stakeholders:** The TransPort Architecture Subcommittee and other key stakeholders provided input throughout the architecture update process to obtain regional consensus. The stakeholder list was also updated in Turbo Architecture.
- **System Inventory:** Existing and planned ITS elements were updated in Turbo Architecture.
- **User Services:** The user services in use or planned for use were documented.

- **Market Packages:** The market packages were updated in Turbo Architecture based on updates to the system inventory and user services. New market packages added to the National ITS Architecture since 2001 were also selected.
- **Interconnect and Information Flows:** Information flows between subsystems were updated in Turbo Architecture to reflect changes to the aforementioned architecture changes.

Since Turbo Architecture does not generate any type of change log other than basic information (e.g. date of database maintenance, brief description), change log spreadsheets were created to document the changes to the stakeholder list, system inventory, and market packages and these can be found in the Appendix. A change log was not generated for the changes to the interconnects and information flows due to the large number of flows contained within the TransPort Regional ITS Architecture.

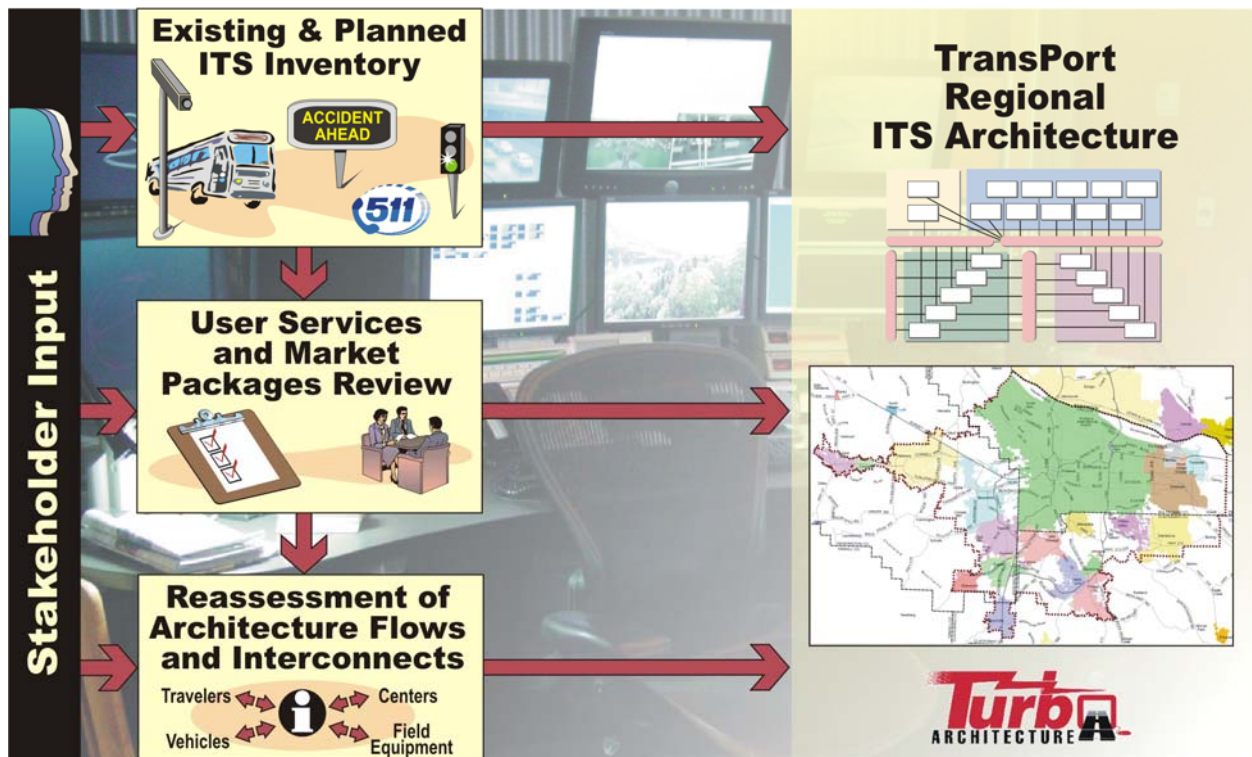


Figure 3. TransPort Regional Architecture Update Process

Status Field in Turbo Architecture

Previous versions of Turbo Architecture only allowed the user to input a status of “existing” or “not planned” for architecture items. Turbo Architecture Version 3.1 allows the user to customize the status settings. The following status settings have been incorporated in the Turbo Architecture database for the TransPort Regional ITS Architecture:

- Existing: Items that currently exist.
- Programmed: Items that are currently underway/under design or that have funding secured for deployment in the near future.
- Planned: Items that are included in regional plans but do not yet have funding.
- Future: Items that may occur within the architecture timeframe but are not included in any current regional plans and do not yet have funding.
- Not Planned: Items not currently planned for the region within the architecture timeframe.

Geographic Boundary

The geographic boundary of the TransPort Regional ITS Architecture is the same as the Metro boundary shown in Figure 4. This boundary includes 25 cities within the urban areas of Clackamas, Multnomah, and Washington counties. Although other areas of the three counties also have ITS needs and some systems in place or planned the Subcommittee opted not to include them in the regional architecture since the operation of ITS in these areas is somewhat isolated and not dependent on system integration in the Portland metropolitan area. The Subcommittee may opt to expand the geographic boundary in the future if the need for integration arises.

The original architecture boundary also included the Vancouver, Washington metropolitan area just north of Portland. The Vancouver area was removed as part of this architecture update since the Southwest Washington Regional Transportation Council (RTC) has decided to maintain the Vancouver Area Smart Trek (VAST) regional ITS architecture as a separate entity. Although the Portland and Vancouver area architectures will be maintained separately, several links in the TransPort Regional ITS Architecture were kept in place to link the two architectures. Additionally, several Vancouver area agencies will continue to participate in the TransPort consortium to ensure integration and coordination between the two regions.

Timeframe

This update to the TransPort Regional ITS Architecture spans a ten-year timeframe from Years 2005 - 2015. The original architecture covered the ten-year period from Years 2001 – 2011. A ten-year timeframe best suits the needs of the region and the fluid nature of technology advancements and changes.

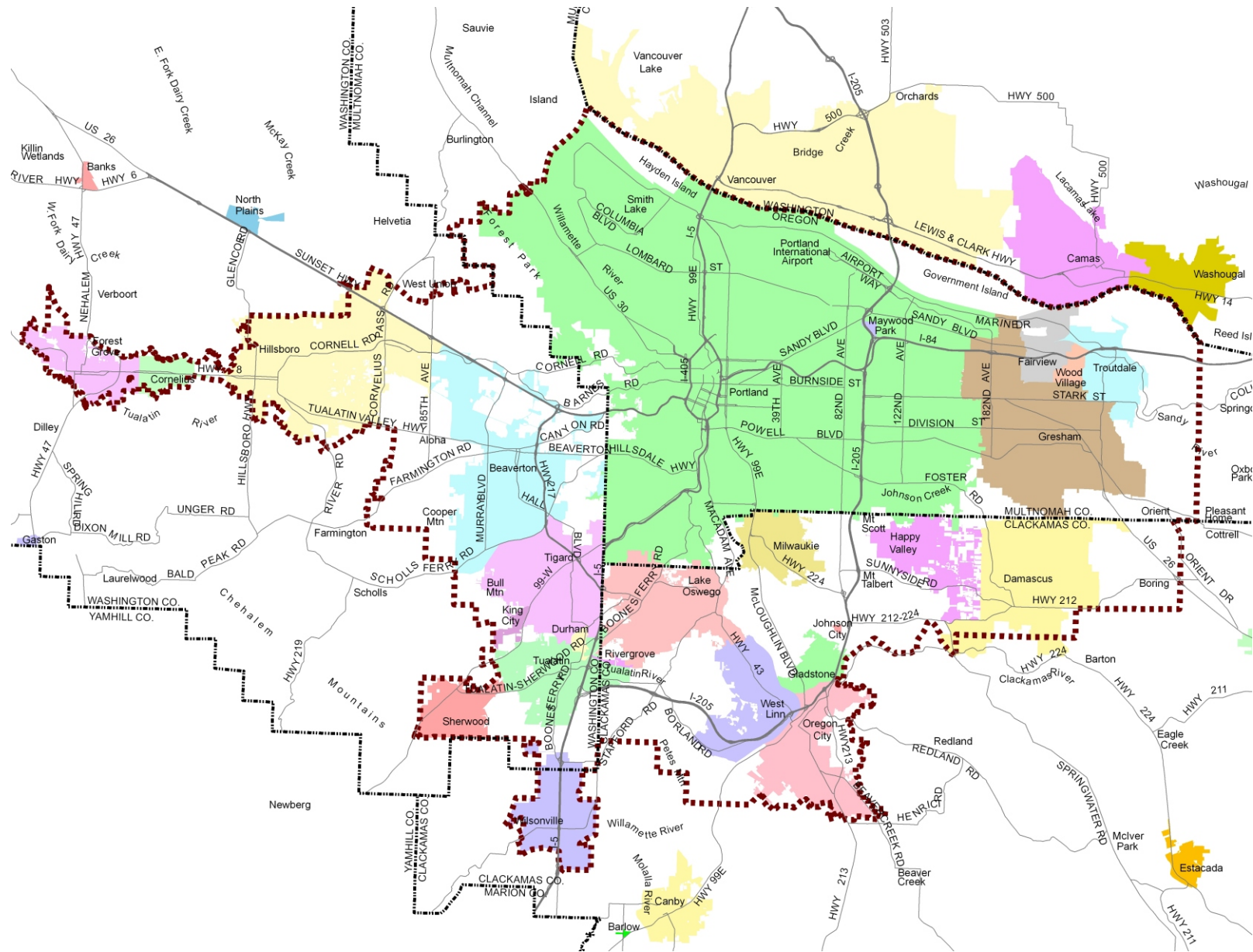
Scope

The scope of the TransPort Regional ITS Architecture, which primarily focuses on public agency stakeholders, includes the following ITS service areas:

- Regional Traffic Control
- Traveler Information
- Incident Management
- Public Transportation Services
- Maintenance and Construction Management
- Archived Data Management

The transportation and emergency management agencies within the Metro boundary currently perform these key services on a day-to-day basis. The Subcommittee chose not to include the following service areas for various reasons:

- Commercial Vehicle Operations: This service area is best suited to the statewide architecture.
- Advanced Vehicle Safety Systems: Although important, this service area is a higher priority for the automotive industry at present than for public agencies. This service area should be reevaluated in the future after systems have matured and higher priority public agency projects have been deployed.
- Electronic Payment: This service area should be revisited in the future once it has been successfully implemented in other parts of the country. It is currently a low priority for the region.



LEGEND

— Metro Boundary

Data Source: Metro Data Resource Center's Regional Land Information System (RLIS), August 2005

Figure 4
Metro Boundary

Stakeholders

Stakeholders are the backbone of the TransPort Regional ITS Architecture and consensus amongst stakeholders has helped the Portland metropolitan area successfully deploy ITS projects in the past and will continue to ensure coordination and integration of future ITS endeavors. The key stakeholders include the transportation, transit, and public safety agencies who primarily own and operate ITS throughout the region. Expanded stakeholders include other public agencies, private sector organizations, and travelers/system users. The following general updates were made to the list of stakeholders:

- Update of stakeholder names for consistency and accuracy.
- Consolidation of duplicate/similar stakeholders into generic groupings to minimize the size of the architecture for manageability.
- Addition of detailed description for each stakeholder where needed.
- Addition of new stakeholders not previously applicable.

Appendix D contains the Turbo Architecture report of the complete list of the 44 stakeholders/stakeholder groups and Appendix E includes a detailed change log of all the changes made to the stakeholder list.

Agreements

A number of agreements exist between key stakeholders today but nothing is documented in the Turbo Architecture database. Many regional agreements are informal or done on a handshake basis since agencies within the region have historically worked so well together. A number of intergovernmental agreements are project-specific (e.g. operations and maintenance of one traffic signal installation) and are hard to track down. The TransPort Architecture Subcommittee decided not to include the addition of agreements to the Turbo Architecture database as part of this project since the City of Portland and other key stakeholders will be documenting a number of agreements as part of the Regional Transportation Concept of Operations project currently underway. The TransPort Committee may want to consider developing a broad agreement between member agencies to form an umbrella for informal agreements to set some basic structure for future agency personnel.

System Inventory

The TransPort Regional ITS Architecture includes a comprehensive inventory of the existing and planned ITS elements in the Portland metropolitan area. In Turbo Architecture each inventory element includes the element name, the associated stakeholder, and the associated subsystem(s) and/or terminator(s). There is also a field available for including a description. The TransPort Regional ITS Architecture primarily focuses on the elements that comprise the subsystems, but does include a few key terminators. Terminators typically play a larger role in project-specific architectures (e.g. the personnel that operate the actual subsystem). The following general updates were made to the system inventory based on input from the TransPort Architecture Subcommittee and other key stakeholders:

- Consolidation of duplicate/similar elements into generic groupings to minimize the size of the architecture for manageability.
- Addition of detailed description for each element where needed.
- Addition of new elements not previously applicable.
- Update of element status (e.g. existing, programmed, planned, future, not planned).
- Update of selected subsystem(s) and/or terminator(s)

Appendix F contains the Turbo Architecture report of the complete list of the 93 system inventory elements, and a detailed change log of all the changes made to the system inventory list can be found in Appendix G.

User Services

User services describe what functions intelligent transportation systems should perform from the user's perspective. Users encompass a broad range of groups such as the traveling public, transportation agency personnel, emergency management personnel, and commercial vehicle operators. Although a user service is a functional requirement of the system, it does not describe where components fit into the architecture or how the service will be implemented. Selection of user services provides a high-level means of identifying the services to provide that address the regional user needs and problems. To simplify the range of requirements in a broad area of services, the user services are logically grouped into eight user service bundles.

Table 6 includes these user service bundles and the 33 nationally defined user services and indicates the status of each one based on input from the TransPort Architecture Subcommittee. A description of each user service may be found on the National ITS Architecture website⁷.

⁷ *User Services*. U.S. Department of Transportation. June 6, 2005.
<http://itsarch.iteris.com/itsarch/html/user/userserv.htm>. Accessed Sept. 22, 2005.

Table 6. User Services in the TransPort Regional ITS Architecture

User Services Bundles and User Services		Status
1	Travel and Traffic Management	
1.1	Pre-Trip Travel Information	Existing
1.2	En-Route Driver Information	Existing/Planned
1.3	Route Guidance	Existing/Planned
1.4	Ride Matching and Reservation	Planned
1.5	Traveler Services Information	Existing
1.6	Traffic Control	Existing
1.7	Incident Management	Existing
1.8	Travel Demand Management	Future
1.9	Emissions Testing and Mitigation	Existing
1.10	Highway Rail Intersection	Existing
2	Public Transportation Management	
2.1	Public Transportation Management	Existing
2.2	En-Route Transit Information	Existing
2.3	Personalized Public Transit	Existing
2.4	Public Travel Security	Existing
3	Electronic Payment	
3.1	Electronic Payment Services	Future
4	Commercial Vehicle Operations	
4.1	Commercial Vehicle Electronic Clearance	Not Planned
4.2	Automated Roadside Safety Inspection	Not Planned
4.3	On-Board Safety and Security Monitoring	Not Planned
4.4	Commercial Vehicle Administrative Process	Not Planned
4.5	Hazardous Materials Security and Incident Response	Existing
4.6	Freight Mobility	Future
5	Emergency Management	
5.1	Emergency Notification and Personal Security	Existing
5.2	Emergency Vehicle Management	Existing
5.3	Disaster Response and Evacuation	Existing
6	Advanced Vehicle Safety Systems	
6.1	Longitudinal Collision Avoidance	Planned
6.2	Lateral Collision Avoidance	Planned
6.3	Intersection Collision Avoidance	Future
6.4	Vision Enhancement for Crash Avoidance	Not Planned
6.5	Safety Readiness	Planned/Future
6.6	Pre-Crash Restraint Development	Not Planned
6.7	Automated Vehicle Operation	Not Planned
7	Information Management	
7.1	Archived Data	Existing
8	Maintenance and Construction Management	
8.1	Maintenance and Construction Operations	Existing

Market Packages

Market packages are deployment-oriented groupings of physical architecture entities that address specific user services. The user services identified in the previous section are too broad in scope to aid in the planning of actual deployments. Market packages are made up of one or more equipment packages that work together to deliver a transportation service and the architecture flows that connect them with subsystems and terminators. Figure 5 illustrates a sample market package that includes subsystems (the large rectangular boxes), the equipment packages (the small rectangular boxes), the terminators (the ovalar boxes), and the architecture flows (the arrows).

The status of market packages previously selected for the Portland region were reviewed and newer market packages were also reviewed and selected based on regional needs. Table 7 lists the market packages selected by the TransPort Architecture Subcommittee and includes both existing market packages already deployed and market packages that will be deployed within the next 10 years. Eight broad categories of interest are used to group the 85 market packages. Appendix H contains the Turbo Architecture market packages report, which includes a brief description of each market package, its regional status, the applicable regional inventory elements associated with the market package, and any comments on how the market package applies to the region. Appendix I includes the change log of all the changes made to the market packages. Additional details about each market package may also be found on the National ITS Architecture website⁸.

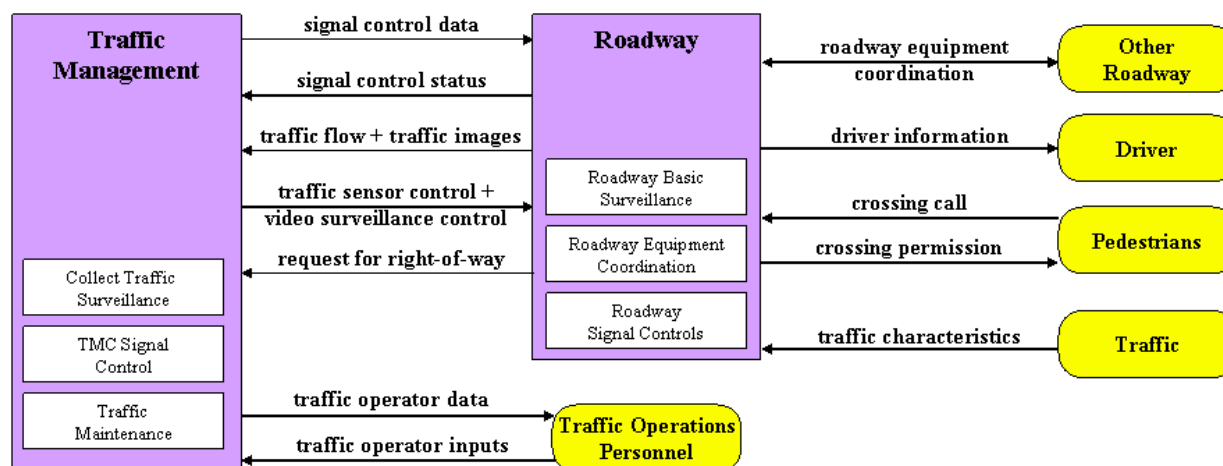


Figure 5. Sample Market Package Graphic: Surface Street Control (ATMS07)⁹

⁸ Market Packages. U.S. Department of Transportation. June 6, 2005.

<http://itsarch.iteris.com/itsarch/html/mp/mpindex.htm>. Accessed Sept. 22, 2005.

⁹ ATMS03- Surface Street Control. U.S. Department of Transportation. June 6, 2005.
<http://itsarch.iteris.com/itsarch/html/mp/gatms03.htm>. Accessed Sept. 22, 2005.

Table 7. Market Packages in the TransPort Regional ITS Architecture

Market Packages		Addition to Turbo Architecture	Status
Archived Data (AD) Management			
AD1:	ITS Data Mart	Version 1.0/1.1	Existing
AD2:	ITS Data Warehouse	Version 1.0/1.1	Existing/Programmed
AD3:	ITS Virtual Data Warehouse	Version 1.0/1.1	Not Planned
Advanced Public Transportation Systems (APTS)			
APTS1:	Transit Vehicle Tracking	Version 1.0/1.1	Existing
APTS2:	Transit Fixed-Route Operations	Version 1.0/1.1	Existing
APTS3:	Demand Response Transit Operations	Version 1.0/1.1	Existing
APTS4:	Transit Passenger and Fare Management	Version 1.0/1.1	Future
APTS5:	Transit Security	Version 1.0/1.1	Existing
APTS6:	Transit Maintenance	Version 1.0/1.1	Future
APTS7:	Multi-Modal Coordination	Version 1.0/1.1	Existing/Planned
APTS8:	Transit Traveler Information	Version 1.0/1.1	Existing
Advanced Traveler Information Systems (ATIS)			
ATIS1:	Broadcast Traveler Information	Version 1.0/1.1	Planned
ATIS2:	Interactive Traveler Information	Version 1.0/1.1	Existing
ATIS3:	Autonomous Route Guidance	Version 1.0/1.1	Existing
ATIS4:	Dynamic Route Guidance	Version 1.0/1.1	Planned
ATIS5:	ISP Based Trip Planning and Route Guidance	Version 1.0/1.1	Existing
ATIS6:	Integrated Transportation Mgmt/Route Guidance	Version 1.0/1.1	Not Planned
ATIS7:	Yellow Pages and Reservation	Version 1.0/1.1	Existing
ATIS8:	Dynamic Ridesharing	Version 1.0/1.1	Not Planned
ATIS9:	In Vehicle Signing	Version 1.0/1.1	Future
Advanced Traffic Management Systems (ATMS)			
ATMS01:	Network Surveillance	Version 1.0/1.1	Existing
ATMS02:	Probe Surveillance	Version 1.0/1.1	Existing/Planned
ATMS03:	Surface Street Control	Version 1.0/1.1	Existing
ATMS04:	Freeway Control	Version 1.0/1.1	Existing
ATMS05:	HOV Lane Management	Version 1.0/1.1	Future
ATMS06:	Traffic Information Dissemination	Version 1.0/1.1	Existing/Planned
ATMS07:	Regional Traffic Control	Version 1.0/1.1	Existing/Planned
ATMS08:	Traffic Incident Management System	Version 1.0/1.1	Existing
ATMS09:	Traffic Forecast and Demand Management	Version 1.0/1.1	Future
ATMS10:	Electronic Toll Collection	Version 1.0/1.1	Future
ATMS11:	Emissions Monitoring and Management	Version 1.0/1.1	Existing
ATMS12:	Virtual TMC and Smart Probe Data	Version 1.0/1.1	Not Planned
ATMS13:	Standard Railroad Grade Crossing	Version 1.0/1.1	Existing
ATMS14:	Advanced Railroad Grade Crossing	Version 1.0/1.1	Planned
ATMS15:	Railroad Operations Coordination	Version 1.0/1.1	Planned

Market Packages	Addition to Turbo Architecture	Status
ATMS16: Parking Facility Management	Version 1.0/1.1	Existing/Planned
ATMS17: Regional Parking Management	Version 1.0/1.1	Future
ATMS18: Reversible Lane Management	Version 1.0/1.1	Not Planned
ATMS19: Speed Monitoring	Version 2.0	Existing/Planned
ATMS20: Drawbridge Management	Version 2.0	Existing
ATMS21: Roadway Closure Management	Version 3.0	Future
Advanced Vehicle Safety Systems (AVSS)		
AVSS01: Vehicle Safety Monitoring	Version 1.0/1.1	Existing/Future
AVSS02: Driver Safety Monitoring	Version 1.0/1.1	Not Planned
AVSS03: Longitudinal Safety Warning	Version 1.0/1.1	Planned
AVSS04: Lateral Safety Warning	Version 1.0/1.1	Planned
AVSS05: Intersection Safety Warning	Version 1.0/1.1	Future
AVSS06: Pre-Crash Restraint Deployment	Version 1.0/1.1	Not Planned
AVSS07: Driver Visibility Improvement	Version 1.0/1.1	Not Planned
AVSS08: Advanced Vehicle Longitudinal Control	Version 1.0/1.1	Not Planned
AVSS09: Advanced Vehicle Lateral Control	Version 1.0/1.1	Not Planned
AVSS10: Intersection Collision Avoidance	Version 1.0/1.1	Future
AVSS11: Automated Highway System	Version 1.0/1.1	Not Planned
Commercial Vehicle Operations (CVO)		
CVO01: Fleet Administration	Version 1.0/1.1	Not Planned
CVO02: Freight Administration	Version 1.0/1.1	Not Planned
CVO03: Electronic Clearance	Version 1.0/1.1	Not Planned
CVO04: CV Administrative Processes	Version 1.0/1.1	Not Planned
CVO05: International Border Electronic Clearance	Version 1.0/1.1	Not Planned
CVO06: Weigh-in-Motion	Version 1.0/1.1	Existing
CVO07: Roadside CVO Safety	Version 1.0/1.1	Not Planned
CVO08: On-Board CVO and Freight Safety and Security	Version 1.0/1.1	Not Planned
CVO09: CVO Fleet Maintenance	Version 1.0/1.1	Not Planned
CVO10: HAZMAT Management	Version 1.0/1.1	Existing
CVO11: Roadside HAZMAT Security Detection and Mitigation	Version 3.0	Not Planned
CVO12: CV Driver Security Authentication	Version 3.0	Not Planned
CVO13: Freight Assignment Tracking	Version 3.0	Not Planned
Emergency Management (EM)		
EM01: Emergency Call-Taking and Dispatch	Version 1.0/1.1	Existing
EM02: Emergency Routing	Version 1.0/1.1	Existing/Planned
EM03: Mayday and Alarms Support	Version 1.0/1.1	Existing/Planned
EM04: Roadway Service Patrols	Version 2.0	Existing
EM05: Transportation Infrastructure Protection	Version 3.0	Existing
EM06: Wide-Area Alert	Version 3.0	Existing
EM07: Early Warning System	Version 3.0	Existing

Market Packages		Addition to Turbo Architecture	Status
EM08:	Disaster Response & Recovery	Version 3.0	Existing/Planned
EM09:	Evacuation and Reentry Management	Version 3.0	Existing/Planned
EM10:	Disaster Traveler Information	Version 3.0	Planned
Maintenance and Construction (MC) Management			
MC01:	Maintenance and Construction Vehicle and Equipment Tracking	Version 2.0	Future
MC02:	Maintenance and Construction Vehicle Maintenance	Version 2.0	Future
MC03:	Road Weather Data Collection	Version 2.0	Existing/Planned
MC04:	Weather Information Processing and Distribution	Previously ATMS	Existing
MC05:	Roadway Automated Treatment	Version 2.0	Existing/Future
MC06:	Winter Maintenance	Version 2.0	Existing/Planned
MC07:	Roadway Maintenance and Construction	Version 2.0	Existing/Future
MC08:	Work Zone Management	Version 2.0	Existing/Planned
MC09:	Work Zone Safety Monitoring	Version 2.0	Existing/Future
MC10:	Maintenance and Construction Activity Coordination	Version 2.0	Existing/Programmed

High-Level Physical Architecture Interconnects

Figure 6 illustrates the subsystems and architecture interconnects that make up the high-level physical architecture for the Portland metropolitan area. This figure includes both existing and planned physical entities. The following general updates were made to the architecture interconnects:

- Update of interconnects to reflect changes to the system inventory.
- Tailoring of the new interconnects to the system inventory as applicable.
- Review of interconnects for completeness and accuracy.

Architecture interconnects have been included in the Turbo Architecture database that link the TransPort Regional ITS Architecture to the Oregon Statewide ITS Architecture and the Vancouver Regional ITS Architecture.

Appendix J includes the Turbo Architecture report for the architecture interconnects that carry architecture flows between the subsystems and terminators and Appendix K includes the architecture flows. There are far too many architecture interconnects to depict in a single graphic or to document in a change log.

Functional Requirements

The TransPort Architecture Subcommittee maintains their decision to identify functional requirements at the project level for regional significant systems with interfaces that cross agency boundaries. Therefore, functional requirements are not included as part of the TransPort Regional ITS Architecture.

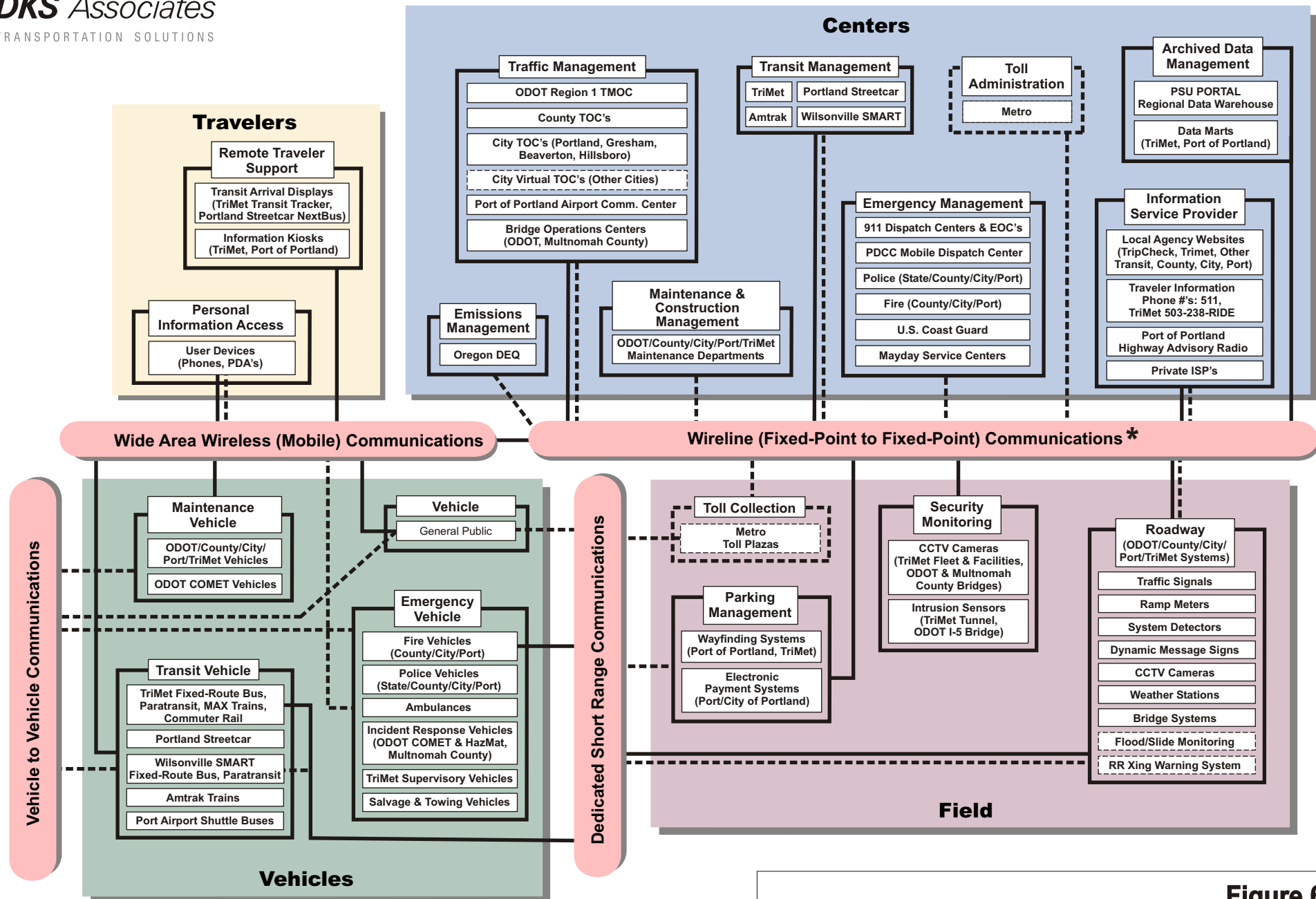


Figure 6
TRANSPORT REGIONAL ITS ARCHITECTURE
FOR YEARS 2005 - 2015

OPERATIONAL CONCEPT PLAN

This section includes a summary of the ITS operational concept for the Portland metropolitan area, which is a high-level “executive summary” overview of how the region’s stakeholders and systems work together to provide ITS services. The two main objectives of the operational concept are to¹⁰:

- Identify current and future stakeholder roles and responsibilities in the implementation and operation of regional systems.
- Achieve buy-in on these roles and responsibilities and lay the groundwork for future agency agreements.

Additionally, an operational concept was added as a required component of a regional ITS architecture per the FHWA Final Rule and FTA Policy after the TransPort Regional ITS Architecture was created in 2001.

This section documents the operational concept development approach, agency roles and responsibilities, and pictorial information flow diagrams for the six ITS service areas identified in the scope of the architecture. Appendix L includes the detailed Turbo Architecture report that includes the roles and responsibilities for key regional stakeholders.

Introduction

The deployment of ITS projects is unique because many of the benefits are realized only when ITS projects are implemented together on a regionwide basis, rather than on an individual basis. As a result, the implementation of ITS projects requires coordination and ongoing cooperation between various agencies within a region. The ITS operational concept presented in this report provides an overview of ITS programs that require regional coordination and cooperation, such as the shared regional central traffic signal system. Over the next ten years, this ITS operational concept defines the roles and responsibilities of the participating transportation, transit and emergency management agencies and identifies shared information flows between these agencies. It is not intended to describe agency-specific ITS systems such as an isolated curve warning system.

For example, ODOT and the City of Portland share viewing and control capabilities for some field devices such as traffic signals, cameras, and dynamic message signs. The operational concept documents these existing shared information flows as well as planned information flows that may include shared status and control flows to other transportation or emergency management agencies.

The operational concept defines the responsibilities of the various agencies providing ITS services in the region for activities such as design, construction, integration, planning, operations, and maintenance. In addition, the operational concept defines the level and types of information shared between agencies such as data, video, status, request and control.

¹⁰ *Regional ITS Architecture Guidance: Developing, Using, and Maintaining an ITS Architecture for Your Region.* Report FHWA-OP-02-024. U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration, National ITS Architecture Team, Oct. 12, 2001.

Operational Concept Development Approach

Interviews were conducted with key stakeholders to document existing and planned relationships between stakeholders within the region and to develop the operational concept for the Portland metropolitan area. The purpose of the interviews was to discuss each stakeholder's roles and responsibilities for each functional area and to obtain stakeholder buy-in to the operational concept presented. The results discussed in this section may not represent all of the potential interactions, but present key relationships, roles and responsibilities, and information flows that make up a day in the life of ITS in the Portland metropolitan area. Appendix M includes a list of the stakeholder interviews conducted.

Implementation and operation of ITS in Portland on a daily basis involves numerous stakeholders and intelligent transportation systems. So much so that it would be too complex and difficult to manage an operational concept that describes all ITS activities as a single operational concept. Therefore, the TransPort operational concept has been split into several smaller service area operational concepts; each one covering a particular aspect of the transportation system. Operational concepts have been defined for each of the following ITS service areas:

- Regional Traffic Control
- Traveler Information
- Incident Management
- Public Transportation Services
- Maintenance and Construction Management
- Archived Data Management

Each service area operational concept includes a general description of the program area based on the National ITS Architecture, a high-level description of the applications used today and planned for tomorrow, a pictorial diagram showing the information flows, and detailed roles and responsibilities of key stakeholders (see Appendix L for Turbo Architecture report).

Operational Concept Graphics

The operational concept graphics depict interactions between management centers, field devices, travelers and vehicles in the form of data, video, status, request and control. The graphics identify the regional electronic interactions that support the management and operations of the transportation network. Table 8 provides a detailed description of the information flows depicted in the graphics.

Table 8. Information Flow Definitions

Information Flows	Definition
Data	The dissemination of data gathered from one agency's field devices/systems to another agency. Data may include, but is not limited to, traffic, incidents, weather, parking, and transit data.
Video	The dissemination of live video and still images from one agency's field cameras to another agency.
Status	The ability for one agency to monitor another agency's field devices, and receive such information as current signal timing/response plan, current message sets, etc.
Request	The ability for one agency to solicit either data or a command change, such as dynamic message sign (DMS) messaging or signal timings, from another agency.
Control	The ability for one agency to control another agency's field devices. Control can include but is not limited to, changing DMS messaging, changing traffic signal timings, camera control, etc.

Roles and Responsibilities

Detailed roles and responsibilities for each of the key stakeholders are included in the Turbo Architecture database under each program area for the following categories:

- Design: Includes the design of ITS equipment and systems.
- Construction: Includes the construction or installation of ITS equipment and systems as well as determining the requirements for system integration.
- Operations: Includes the operation of existing and planned ITS equipment and systems.
- Maintenance: Includes the maintenance of ITS equipment and systems.
- Operational Planning: Includes development of processes and procedures to support ongoing ITS operations and future expansion.
- System Development and Integration: Includes the development of new software interfaces and integration between systems.

Regional Traffic Control

This section includes a description of the regional traffic control service area, applications of this service area today and tomorrow, and stakeholder roles and responsibilities.

Description

The operational concept for regional traffic control represents a broad range of interagency coordination and information exchanges that support the management and control of traffic. Many of the devices that support regional traffic control may also be used to provide traveler information services or to support incident management. However, this section of the ITS operational concept is focused only on the traffic control aspect of these systems. Separate sections in this overall ITS operational concept describe the traveler information and incident management systems. Application areas described within the regional traffic control systems service area operational concept include:

- Network surveillance
- Regional traffic signal control
- Vehicle probe surveillance
- Parking facility management

Figure 7 illustrates the operational concept for regional traffic control within the Portland metropolitan area. For simplicity, the city and county field devices and traffic management centers have been grouped together because they perform similar functions. Some of the devices and centers depicted in the graphic are existing and others are planned, but the graphic does not distinguish between the two. Supplemental regional traffic control operational concepts have been provided in Figure 8 for traffic signal systems and in Figure 9 for the Port of Portland's airport systems. The Turbo Architecture file contains a detailed description of existing and planned elements by stakeholder.

Applications of the Program Area Today

This subsection includes an overview of the regional traffic control applications in use today.

Network Surveillance

Current network surveillance technologies used in the Portland metropolitan area include camera monitoring systems and detection systems for data collection (volume, speed, occupancy, and vehicle classification information). The region's major state highways have nearly complete coverage with camera monitoring systems. Operators in the ODOT TMOC use

the camera systems to monitor road and traffic conditions and to identify and verify roadway hazards and incidents 24 hours a day/7 days a week. The City of Portland shares video images and camera control with ODOT, and the City of Portland TOC provides back-up functions for the ODOT TMOC.

Detection systems on major state highways provide volume, speed and classification information and are used to provide congestion flow mapping information. ODOT has near complete detection coverage on the region's major state highways. The City of Portland, City of Gresham, and Multnomah County currently have detection systems that provide volume, speed and occupancy information from a common central traffic signal system. Other cities and counties have detection systems that collect volume, speed and occupancy information, but the data is not currently shared regionally.

Regional Traffic Signal Control

The Portland metropolitan area has taken a unique approach to managing traffic signals for a major metropolitan area. Based on a long history of working together and sharing the same local traffic signal hardware and software, the region has jointly selected and implemented a common central traffic signal system. This common central signal system provides the region with the unique opportunity to share resources required to manage and operate the region's traffic signals. The common system also supports back-up servers at separate physical locations in the region, and supports shared control of traffic signal operations for special events or unplanned incidents. Figure 8 depicts the configuration of the shared central traffic signal system in the Portland metropolitan area.

The City of Portland maintains and operates the TranSuite central traffic signal system server and the region jointly operates and maintains the communications infrastructure to support traffic signal communications. Multnomah County, the City of Gresham, ODOT and Clackamas County share the same central traffic signal system server to support remote communications and management of some traffic signals within their respective jurisdictions. Sharing the central system provides numerous benefits for the region including:

- Reduced implementation and maintenance/operations costs since there is one regionwide software license and central server installation.
- Shared control and monitoring of multiple agencies' traffic signals during incidents and special events.
- A large pool of trained staff on a common software system.
- A common source for traffic data (volume, speed and occupancy) from the region's traffic detectors.

Vehicle Probe Surveillance

This application area uses vehicles as probes to provide congestion related information and predicted travel times on arterial roadways. Today, TriMet transit vehicles have vehicle location equipment and TriMet systems monitor the location of the entire transit fleet in near real-time. ODOT, the City of Portland, and TriMet are coordinating the implementation of a project to use the TriMet vehicles as probes to provide congestion related information on Barbur Boulevard (OR 99W).

Parking Facility Management

Parking facilities that utilize ITS are managed today by the City of Portland and the Port of Portland. Travelers pay electronically for on-street metered parking within the City of Portland

and monthly pass holders may pay electronically for parking at the City's Smart Park garages. The Port of Portland recently implemented an electronic payment system for parking in their short-term, long-term, and economy parking facilities at the airport. The Port also provides parking wayfinding by level in the short-term parking garage using a dynamic message sign at the entry of the garage that lists the status of each level as open or full and using dynamic message signs at the entry to each level that indicate whether the level is open or full.

Applications of the Program Area Tomorrow

This subsection includes an overview of the regional traffic control applications of tomorrow.

Network Surveillance

ODOT, the cities, and counties will continue to deploy more network monitoring systems (cameras and system detectors). The region's major arterial roadways will include camera images and city and county operations personnel will monitor the roadways to identify and verify road and traffic conditions. Cities and counties will expand network monitoring with detection systems that will be used for congestion/speed flow maps on a traveler information website. More cities and counties will share viewing and control capabilities with ODOT and other regional partners. The region will have a common network of surveillance systems that will support managing the regional transportation network as a complete system during special events and traffic incidents and for displaying the information on a common source (TripCheck) for traveler information.

Regional Traffic Signal Control

ODOT, Multnomah County, Clackamas County and the City of Gresham will expand the number of traffic signals on the shared traffic signal system server. Washington County will deploy a TranSuite central traffic signal system server with center-to-center communications to the City of Portland server for shared view and control capabilities of the region's traffic signals. The dual central servers (one at City of Portland, one at Washington County) will support back-up capabilities in case of failure of one server or loss of communications. The City of Beaverton and other cities within Washington County and Clackamas County will connect traffic signals to the shared central traffic signal system. The common central system will support regional traffic control strategies and incident management response plans.

Vehicle Probe Surveillance

The region will use TriMet vehicle tracking information to provide travelers with congestion related information and predicted travel times on all the region's arterial roadways that have active transit routes. The information will be displayed via a common source for traveler information regardless of roadway jurisdiction.

Parking Facility Management

Tomorrow, travelers will use one card to pay for parking and transit anywhere in the metropolitan area. The Port of Portland will use a parking guidance system at the airport to identify and direct travelers to vacant parking stalls in the parking garages. The Port will also track the location of its parking shuttle buses and provide NextBus arrival information for buses to the economy (red and blue), long-term, and employee parking lots.

Stakeholder Roles and Responsibilities

Agencies in the Portland metropolitan area are actively working together to share traffic information and control to support a regional traffic management and control strategy. A key to supporting this regional control strategy will be the ongoing maintenance and operations of the communications networks that support information sharing between centers and communications to field devices. The shared central traffic signal system is one example of the need for a robust and redundant communications network. All agencies using the system will need reliable communications to support the sharing of traffic signal system data and in some cases control of traffic signal timings. Detailed roles and responsibilities for key stakeholders are included in the Turbo Architecture database (see Appendix L for Turbo report).

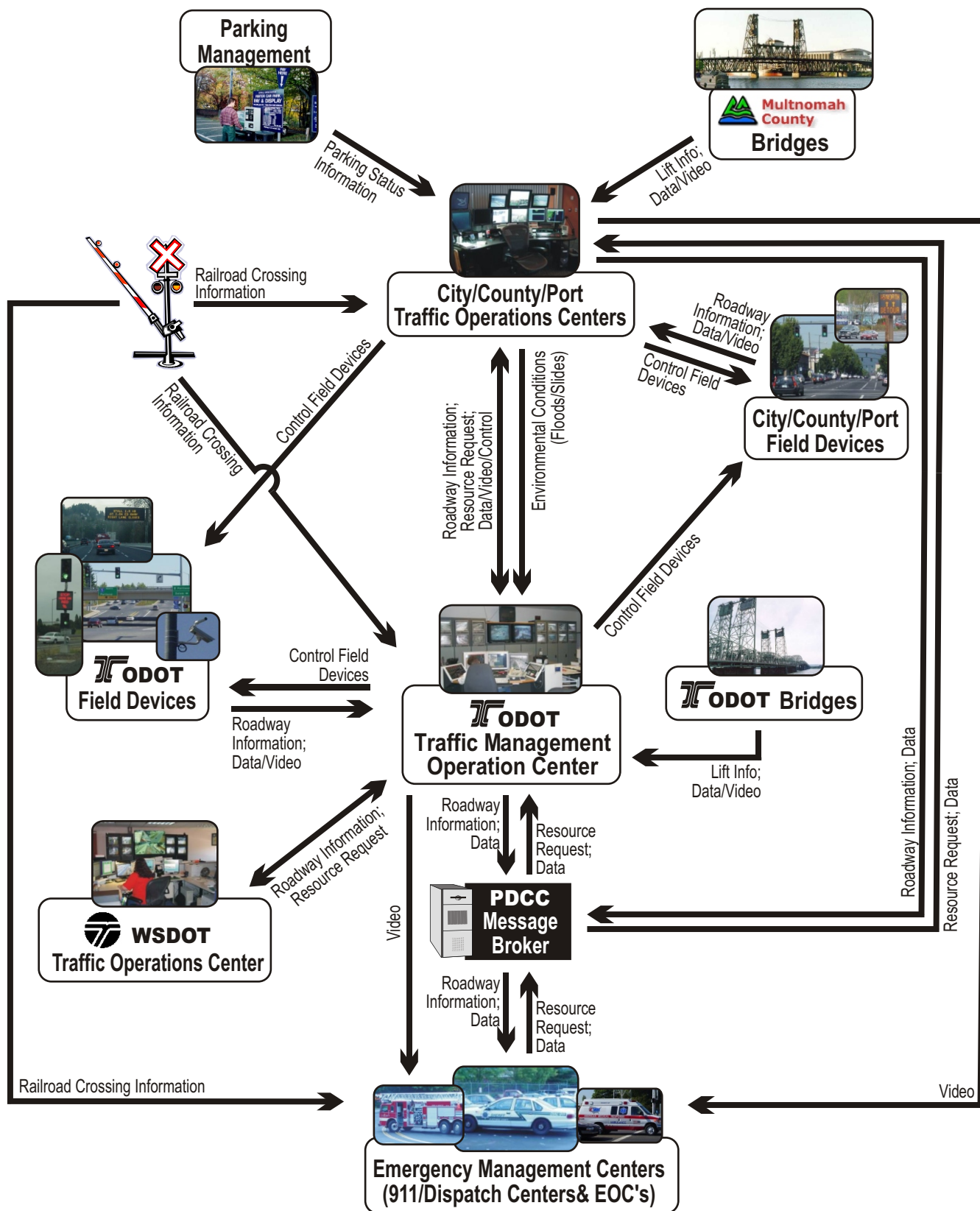


Figure 7
Regional Traffic Control
Operational Concept for
Years 2005-2015

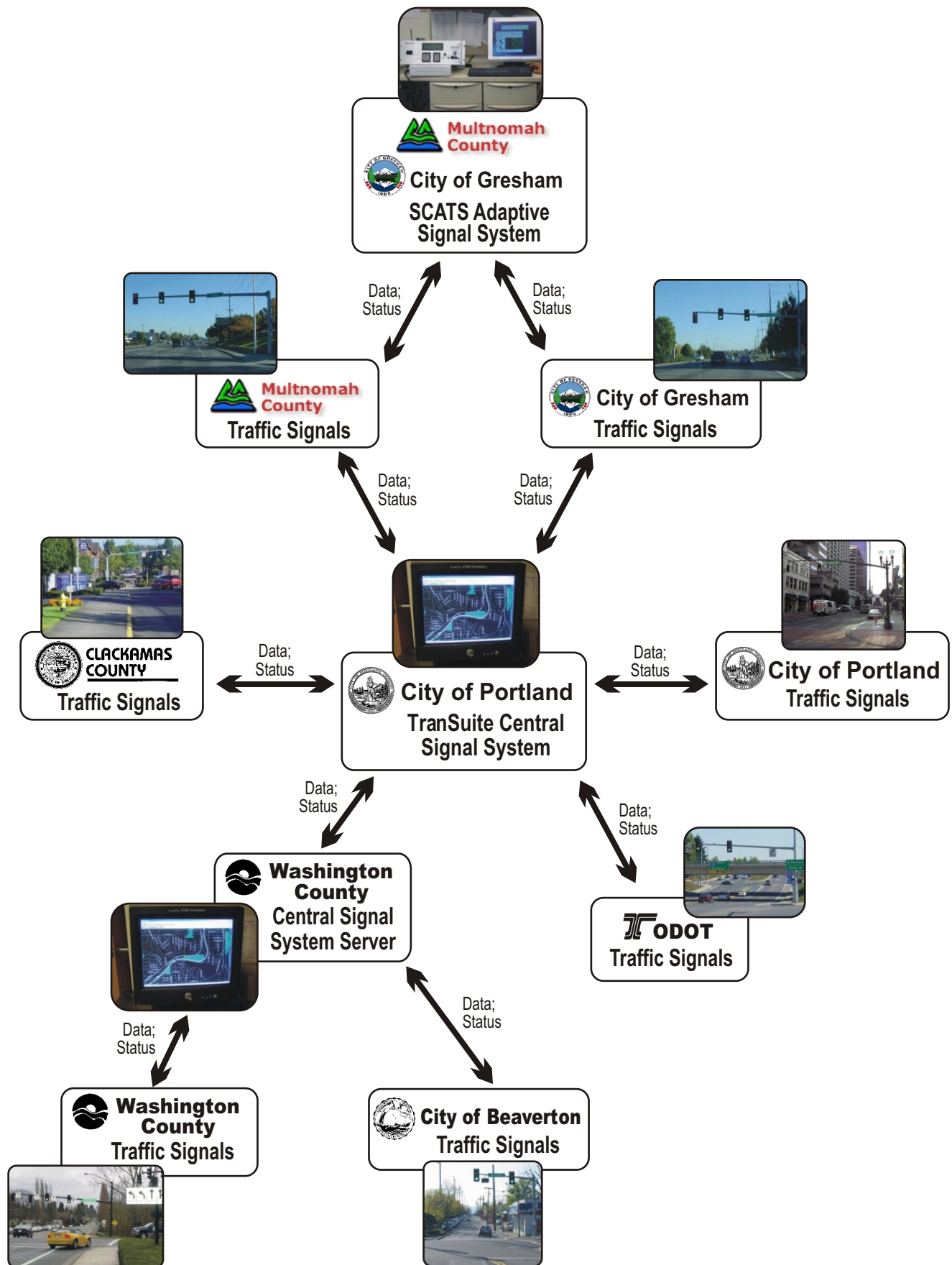


Figure 8
Traffic Signal Systems for
Years 2005-2015

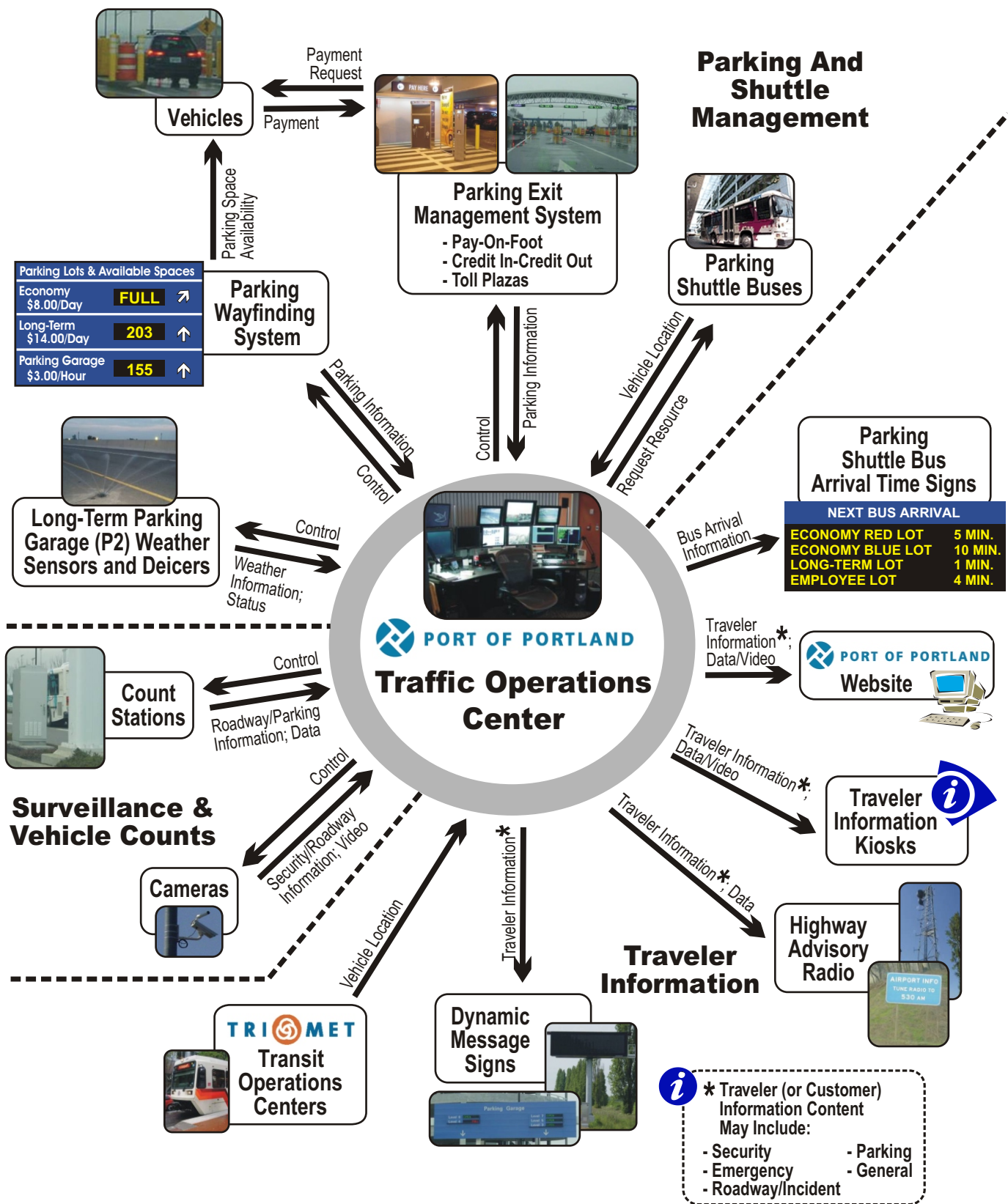


Figure 9
Port of Portland PDX Airport Systems for
Years 2005-2015

Traveler Information

This section includes a description of the traveler information service area, applications of this service area today and tomorrow, and stakeholder roles and responsibilities.

Description

The traveler information service area includes the equipment and interfaces that provide roadway and traffic information to travelers of all modes, the media, traffic management agencies, transit management agencies, emergency management agencies, and information service providers. The traveler information disseminated includes roadway conditions, closure and detour information, bridge lift information, incident information, public transportation information, roadway maintenance and construction information, and emergency alerts and driver advisories. A variety of devices may be used to provide this information to travelers including highway advisory radio, dynamic message signs, phones via 511, websites, personal digital assistants (PDA's), kiosks, or other in-vehicle devices. The primary intent of this service area is to disseminate information to travelers and to provide travelers with the best transportation services possible. With this information, travelers avoid transportation problems rather than contribute to the problem. Figure 10 illustrates the operational concept for traveler information within the Portland metropolitan area.

Applications of the Program Area Today

Currently the primary source for roadway traveler information in the Portland metropolitan area is ODOT's TripCheck website and the 511 telephone information system. Real-time information on the TripCheck website includes a congestion flow/speed map, camera images, and advisories (weather, construction, and incidents). The camera images include still frames from ODOT and City of Portland cameras and will soon include Clackamas County cameras, which were recently deployed. Counties and cities in the metropolitan area also provide general traveler information on their websites to varying degrees and include information on construction schedules/impacts, pedestrian and bicycle facilities, and parking. Many of them plan to post information on TripCheck as they deploy field devices. WSDOT is planning to deploy a traveler information website for southwest Washington similar to TripCheck that will link to the TripCheck website and provide a congestion flow/speed map, camera images and traffic advisories. The Port of Portland operates highway advisory radio at the airport, plans to deploy kiosks in the airport with a link to TripCheck, and includes real-time parking information on their website. Traveler information is also provided via dynamic message signs along the roadway.

The primary source for public transportation information today are TriMet's website, transit tracker signs, and phone system, which provide real-time arrival information by transit route and stop location. The website also includes an interactive regional trip planner. The City of Wilsonville provides static route information for their SMART transit services on their website. The City of Portland's Streetcar website includes route information as well as real-time arrival information that is provided by NextBus, Incorporated.

Applications of the Program Area Tomorrow

The traveler information of tomorrow will be provided through personal information access (e.g. mobile phones, PDA's) and in-vehicle navigation systems. As this technology advances and becomes more affordable the public will demand ready access to real-time traveler information, especially as congestion continues to increase. Public agencies will focus on collecting information (from traffic signals, system detectors, bus/vehicle probes, and cameras) and disseminating the information more effectively to the public using the tools travelers will have

readily available. Personal traveler communication devices with GPS will enable new possibilities for communicating traveler specific information. Automatic notification of a roadway incident will be communicated to travelers within the vicinity of the incident, and specific location transit arrival information can be provided to travelers without needing to know the stop number because the device will know its location. The key to effective information dissemination will be combining information from multiple traffic, transit, and emergency agencies into one common source.

ODOT is currently working with TransPort to develop a TransPort Advanced Traveler Information Implementation (TATII). The high-level objectives of this project include the following:

- Deploy an initial regional advanced traveler information system (ATIS) infrastructure and make this data available to TripCheck and other information service providers.
- Designate ITS standard(s) to be used to send/receive data.
- Identify and implement the ability to selectively send/receive new and legacy data using standard ITS transaction set(s).
- Develop and/or update inter-agency agreements as needed.
- Develop processes that will be used for adding data sets and maintaining the technical infrastructure after this project is complete.

The TATII system will serve as a message broker for sharing traveler information between agencies. Figure 11 depicts the preliminary concept of operations ODOT has developed for the TATII system. Figure 10 and a number of the operational concept graphics in this report illustrate the information/data flows between centers/agencies and the TATII message broker. System users will be able to send and retrieve data from the message broker. The system will only be able to handle data due to the analog nature of the region's currently deployed CCTV cameras. Technological advances in the future will allow digital video to be shared through the TATII message broker.

Stakeholder Roles and Responsibilities

The key responsibility of regional agencies that provide traveler information is to operate and maintain user interfaces that are easily accessible and provide current, up-to-date traveler information. Removing outdated information when it is no longer applicable is an equally important responsibility. For example, lane closure and delay information about an incident in the 511 system should be removed as soon as the incident is clear and traffic flow has returned to normal conditions. It is also the responsibility of regional agencies to coordinate their information dissemination. Detailed roles and responsibilities for key stakeholders are included in the Turbo Architecture database (see Appendix L for Turbo report).



Figure 10

**Traveler Information Operational Concept for
Years 2005-2015**

Transport Advanced Traveler Information Implementation (TATII) Progress Chart

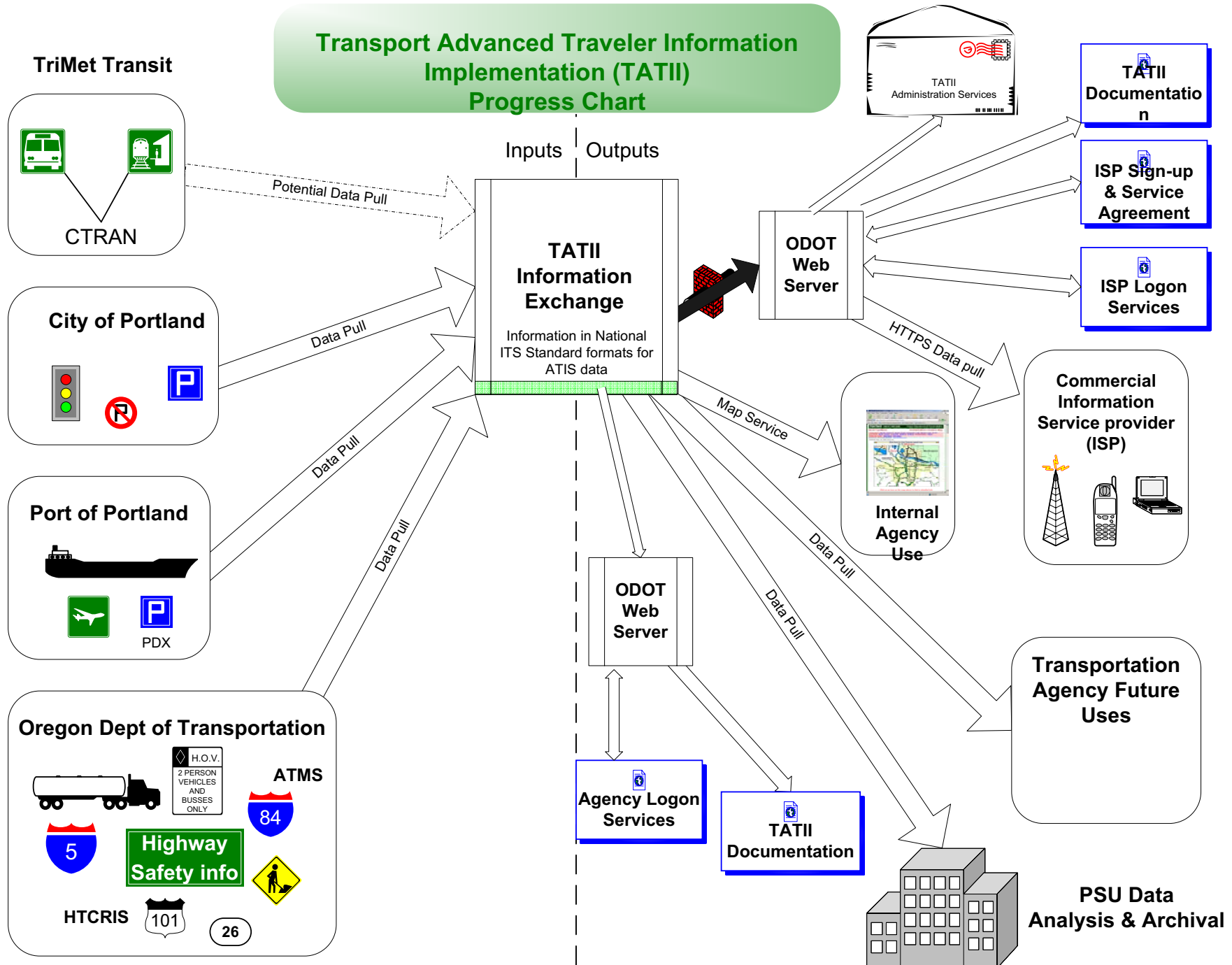


Figure 11
PRELIMINARY TATII CONCEPT OF OPERATIONS

Incident Management

This section includes a description of the incident management service area, applications of this service area today and tomorrow, and stakeholder roles and responsibilities.

Description

Incident management includes all of the roadway subsystems, communications, and agency coordination required to quickly and accurately identify incidents and implement a response that safely minimizes incident-related impacts such as delay to people and freight and negative environmental effects. The scenarios covered by this program area are broad in scope and include minor incidents on local streets to major regionwide emergencies that cross jurisdictional boundaries. Coordination is needed for both planned and unplanned events to increase agency awareness and work towards a common goal of improving the safety of the public and minimizing effects on traffic flow. Emergency, traffic, and transit management agencies all contribute to the regional success of incident management. Figure 12 illustrates the operational concept for incident management within the Portland metropolitan area.

Applications of the Program Area Today

Emergency management agencies (911 centers, police, fire, and ambulances) respond to incidents on the region's roadways on a daily basis based on jurisdiction. Although all traffic management agencies respond to roadway incidents to some degree, ODOT and WSDOT have the most comprehensive incident response programs. Operators at the ODOT TMOC monitor state roadways using cameras and system detectors to detect when and where incidents occur or they use these devices to verify incidents reported by outside sources. These operators then determine the appropriate response based on the location, severity, and impacts of the incident. Responses may include controlling field devices (e.g. dynamic message signs, ramp meters, traffic signals), dispatching ODOT's Corridor Management Teams (COMET) freeway service patrol vehicles or ODOT's HazMat vehicles, dispatching salvage or tow trucks, coordinating with other agencies (emergency, traffic, transit), alerting the media of the situation, and developing the advisories that are posted on TripCheck and the 511 telephone system.

ODOT uses the COMET vehicles to patrol I-5, I-405, I-205, I-84, US 26, and OR 217 and the vehicles are equipped with flat tire repair gear, gasoline, jumper cables, water, and other essentials for rescuing disabled vehicles and getting them on the road again. The vehicles are tracked with automated vehicle locators and also have dynamic message signs mounted on them that can be used to display messages about an incident ahead. The COMET crews play a supporting role for major incidents (e.g. injuries or fatalities) that include the response of fire, police, and ambulances. For these incidents COMET crews report to the Incident Commander, who is typically a representative from the responding fire or police agency, to determine how they can best help on-scene¹¹.

Other traffic management agencies respond to incidents on their roadways using maintenance vehicles and crews on an as-needed basis. For example, a citizen may call an agency about road debris on a busy arterial roadway and a county or city agency may send a maintenance crew to remove the debris. Similarly, if there is a major incident on a key roadway the police or fire personnel on-scene may request aid (e.g. placement of cones/barrels, route diversion signs) from the appropriate county or city agency. Multnomah County recently acquired three incident response vehicles that they are using on an as-needed basis.

¹¹ The roles and responsibilities of ODOT and emergency management agencies for incidents on state highways are described in detail in the *Oregon Department of Transportation Emergency Operations Plan*.

Incident management operational plans may also be developed for specific corridors such as the one ODOT and the City of Portland put together for the I-5/Barbur Boulevard corridor in Portland. The plan includes a concept of operations that outlines each agency's roles and responsibilities (including control of the other agency's devices as appropriate) as well as specific operational scenarios for each segment of the corridor for use during an incident. As part of the plan, incident coordinated signal timing plans were developed for each of the scenarios and arterial dynamic message signs were installed at key locations along Barbur Boulevard to alert drivers of detours or locations where diverted vehicles could re-enter I-5 past the incident or once the incident is clear. ODOT and the City of Portland are currently developing a similar plan for the I-205/82nd Avenue corridor.

Applications of the Program Area Tomorrow

Incident management is key to the safe and efficient management of traffic on Portland area roadways. Studies show that 60 percent of congestion is caused by non-recurring events, with 25 percent of congestion caused by vehicular incidents such as crashes or disabled vehicles¹². This number may continue to grow without any expansion of the region's existing incident management systems and practices.

The Portland Dispatch Center Consortium (PDCC), which includes the seven regional 911 centers in the Portland-Vancouver area, is currently working with ODOT and the Oregon State Police to develop a message broker that will allow the exchange of emergency and incident information between agencies as well as integrate the computer-aided dispatch (CAD) systems used by the dispatch centers. For security reasons this will be a push only system that will route data to system subscribers based on pre-set allowable data flows. Additional traffic and transit management agencies will be able to subscribe to the message broker in the future once the system development has been completed and successfully tested.

A key step for the region will be to develop alternate route operational plans for heavy volume roadways that frequently experience incidents and to deploy field devices and develop coordinated traffic signal timing plans that support these alternate routes. Clackamas County included a number of corridor incident management projects in their 20-year ITS plan.

Other states have implemented a number of innovative incident management policies, laws, practices, and technology that may be applicable to the Portland transportation system such as:

- Clearance goals and incentives
- Quick clearance legislation
- Quick clearance static signage for motorists
- Emergency reference markers every 2/10th mile
- On-call maintenance volunteers
- Accident investigation sites
- Heavy vehicle identification guides
- Heavy vehicle recovery equipment
- Automated debris recovery systems
- Median cross-over plans for emergency vehicles
- Photogrammetry
- Ambulance-hospital information systems
- Incident record databases
- Inter-agency cross-training

¹² *Congestion Mitigation*. Office of Operations, Federal Highway Administration.
<http://www.fhwa.gov/congestion/congest2.htm>. Accessed March 11, 2005.

Stakeholder Roles and Responsibilities

Incident management requires a broad range of agency coordination at many different levels. Each agency has the responsibility to install, operate and maintain individual systems that will contribute to the overall management of the regional traffic system and also to coordinate with other appropriate agencies by sharing information and controlling field devices and systems as appropriate. Detailed roles and responsibilities for key stakeholders are included in the Turbo Architecture database (see Appendix L for Turbo report).

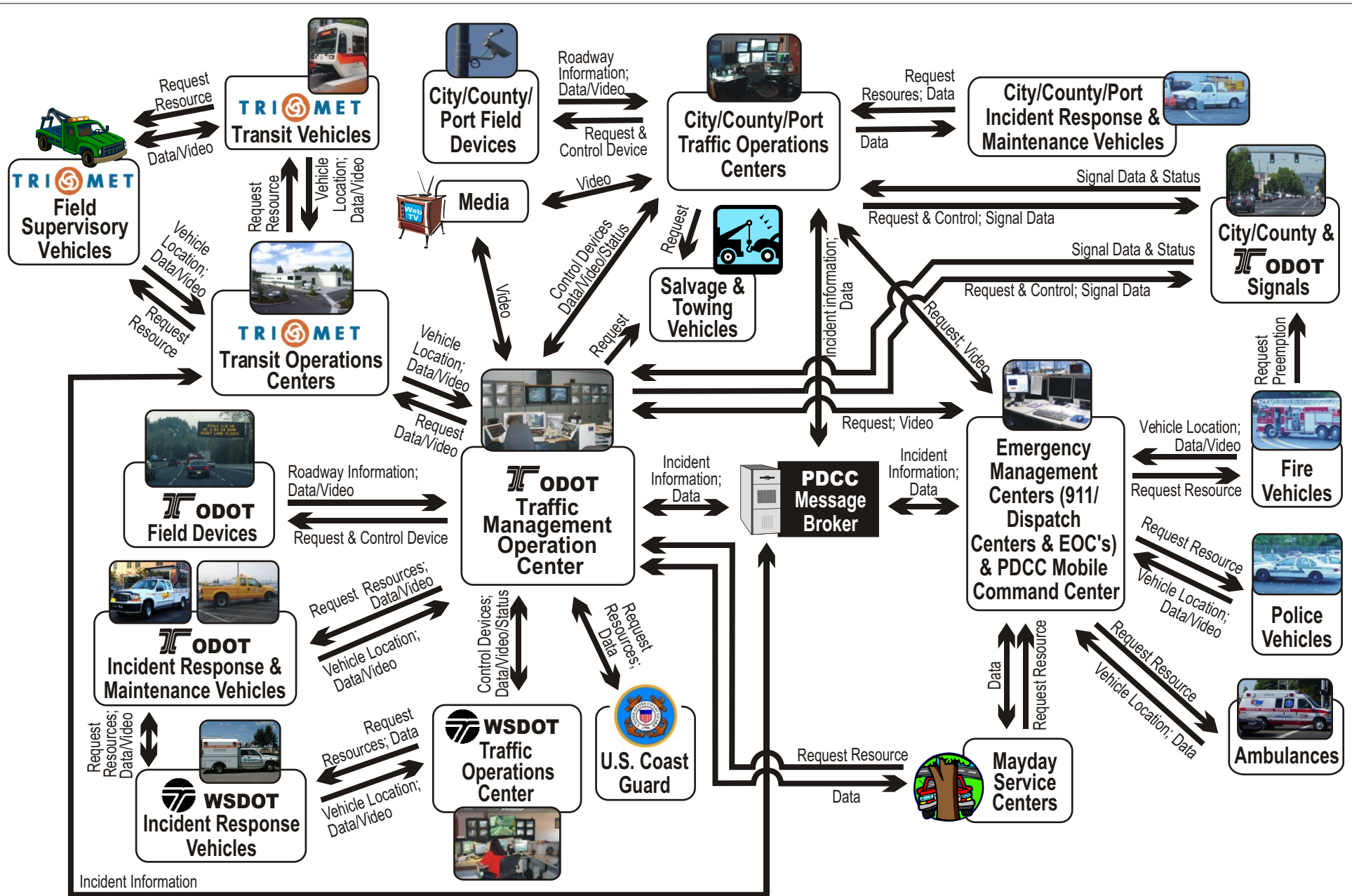


Figure 12
Incident Management Operational Concept for
Years 2005-2015

Maintenance and Construction Management

This section includes a description of the maintenance and construction management service area, applications of this service area today and tomorrow, and stakeholder roles and responsibilities.

Description

The maintenance and construction management program area includes the integration and coordination of roadways, associated infrastructure, and available resources for the purpose of monitoring, operating, maintaining, improving, and managing the physical condition of the roadway. Key components of this program area include roadway maintenance management, maintenance vehicle fleet management, and work zone management and safety. Figure 13 illustrates the operational concept for maintenance and construction management within the Portland metropolitan area.

Applications of the Program Area Today

Currently, roadway and associated infrastructure maintenance activities are typically performed by public agencies, and public and private utility companies typically perform maintenance on their own systems, which are often located along or under the roadway within public rights-of-way. Limited ITS applications are in use for maintenance activities today. A few remote roadway weather information systems (RWIS), also called weather stations, are used to collect roadway conditions (pavement temperature, surface conditions, and freezing points) and atmospheric conditions (air temperature, precipitation, visibility, and wind speed). Maintenance and operations personnel can then determine the appropriate resources needed based on information from the weather station. For example, anti-icing strategies may be applied to a roadway prior to a big freeze to enhance driver safety and prolong a roadway's lifetime. Weather hazards and warnings are also made available to the public through the TripCheck website and the 511 phone system. Feedback from traffic signals and ITS field devices also alerts agency when non-routine maintenance is needed. For example, a traffic signal connected to a central signal system can produce an alarm when a detector fails.

Limited ITS applications have been applied to maintenance vehicle fleet management. Currently the technology to track vehicles is expensive and other systems in this area have yet to mature. Status information about vehicle location is currently done over mobile phones. Some maintenance crews are currently using or plan to use camera phones to transmit images back to management personnel at the operations centers or maintenance offices. Routine maintenance to vehicles is also logged manually.

Construction activities are typically performed by private contractors based on public agency-approved design plans, specifications, and special provisions. Larger construction projects have included work zone ITS elements such as portable variable message signs for warning messages or advance notification of closures and delays. ODOT had the contractor use variable speed limit signs during paving on I-5 and supplemented this with police enforcement of the speed limit. ODOT also had the contractor use an overheight vehicle warning system on I-205 during construction of the Sunnyside Road/Sunnybrook Boulevard interchange to alert taller vehicles to divert due to height restrictions.

Applications of the Program Area Tomorrow

Enhanced agency coordination and public dissemination of information will be the key to the maintenance and construction management of tomorrow. Agencies coordinate on a limited basis today but primarily focus on larger projects. A city may finish repaving a road and find out that a utility company needs to cut into the pavement a month later to replace old conduits and wiring. ODOT plans to use the TATII system to support a statewide maintenance and construction coordination system. This system will include information input by public agencies and utility companies regarding active maintenance/construction, planned maintenance/construction, weight and width restrictions, anticipated work zone travel times, and other pertinent information. This system will help transportation managers monitor construction activities and schedules, coordinate different work on the same corridor, and ensure that there is always an open east-west and north-south route for goods movement. This system will also allow comprehensive maintenance and construction activity to be posted to the TripCheck website and the 511 phone system.

Roadway maintenance management will be streamlined as technology advances, especially in the area of global positioning systems (GPS). For example, street sweeper crews in the City of Salem use handheld GPS devices during routine cleaning to log items such as potholes or downed signs that require maintenance. Once back at the operations center they download this information onto a maintenance system that automatically generates work orders. The tracking of maintenance vehicles is less critical for daily routine operations but would be useful during a major emergency situation. Clackamas County and Multnomah County have also expressed an interest in the possible deployment of flood/slide monitoring systems in areas that persistently call for the closure of roads. For example, such systems may alert the County of a flood or slide and post messages on dynamic message signs routing vehicles onto detour routes.

Every year motor vehicle crashes in work zones kill an average of 1,020 persons and injure more than 40,000 people¹³. Approximately half of the fatalities occurred during the day and two times as many fatalities occurred on weekdays than on weekends. The use of ITS applications will help eliminate these work zone crashes and fatalities. Public agencies need to develop standards and management techniques for safety enhancements such as variable speed limits, incident detection and management, lane merge controls, queue detection and electronic driver feedback signs, and intrusion detectors to alert workers of vehicles entering prohibited areas. Providing more information to the public about anticipated travel times through work zones using dynamic message signs, TripCheck, 511, and highway advisory radio will also help travelers make informed decisions about route choice and potentially reduce volumes through work zones.

Stakeholder Roles and Responsibilities

Maintenance and construction management demands a coordinated effort between traffic/transit management agencies, utility companies, and private contractors. The statewide maintenance and construction coordination system as part of TATII will rely on local agencies providing up-to-date information about planned maintenance and construction activities. State, county, and city public works departments will also be responsible for installing, operating and maintaining field devices and on-board equipment that will enhance maintenance and construction operations. Detailed roles and responsibilities for key stakeholders are included in the Turbo Architecture database (see Appendix L for Turbo report).

¹³ *Work Zone Safety Facts & Statistics*. Federal Highway Administration. http://safety.fhwa.dot.gov/wz/wz_facts.htm. Accessed Aug. 24, 2005.

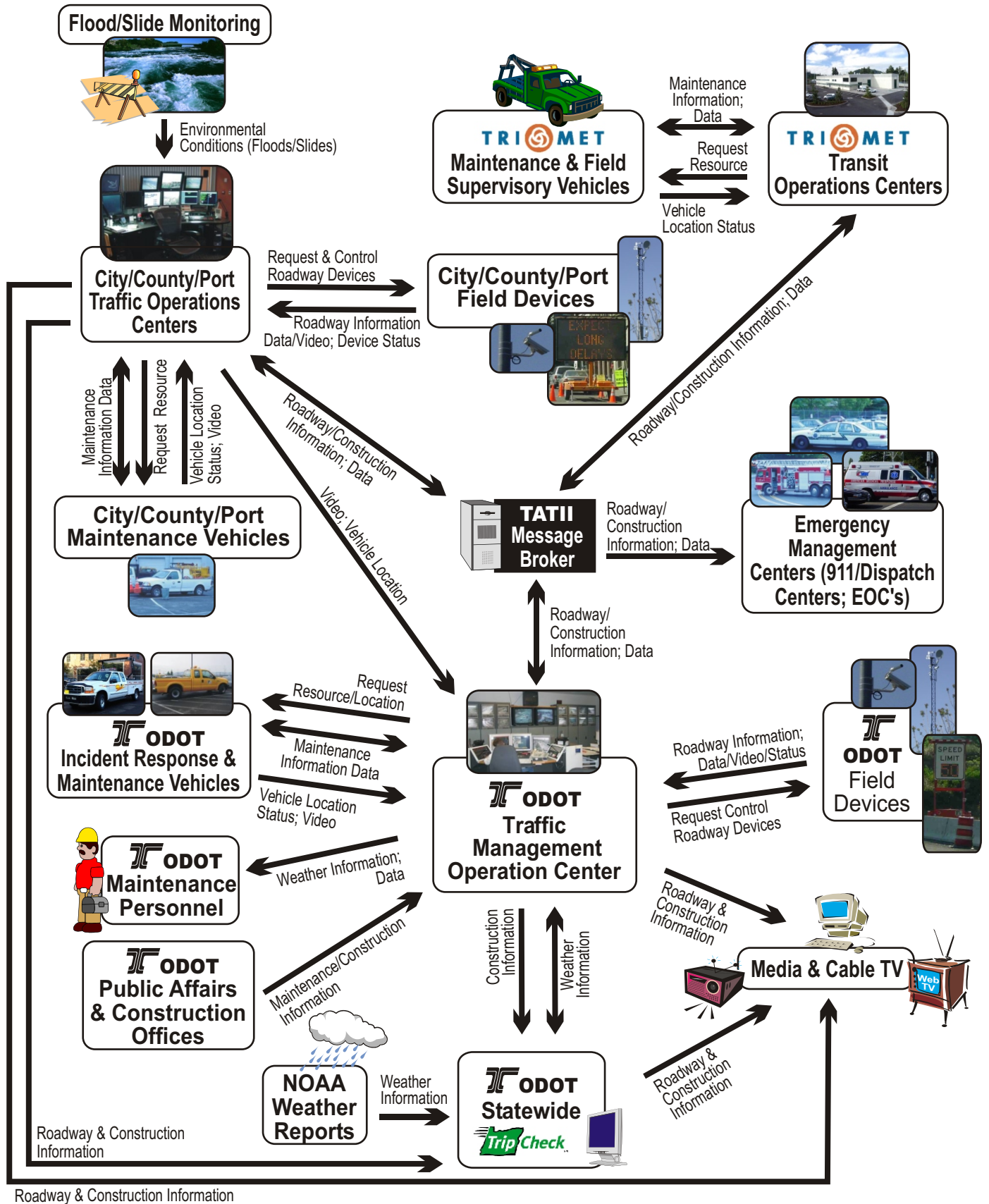


Figure 13
Maintenance & Construction Management
Operational Concept for
Years 2005-2015

Public Transportation Services

This section includes a description of the public transportation services service area, applications of this service area today and tomorrow, and stakeholder roles and responsibilities.

Description

The public transportation services service area focuses on automating the operations, planning, and management functions of public transit systems. It monitors transit vehicle locations, identifies schedule deviations, interfaces with traffic signals, tracks passenger activities, manages personnel, monitors security, and provides traveler transit information to name a few functions. Figure 14 illustrates the operational concept and information flows for public transportation services within the Portland metropolitan area.

Applications of the Program Area Today

TriMet is the primary provider of transit services in the Portland metropolitan area with the exception of Streetcar services provided by the City of Portland in downtown and transit services provided by the City of Wilsonville's SMART in the City of Wilsonville. C-TRAN, the primary provider of transit services in nearby Vancouver, also provides route connections to TriMet in Portland.

TriMet's fleet includes light rail vehicles (Metropolitan Area Express or MAX), fixed-route buses, and paratransit vehicles. Dispatch, operations, and maintenance functions take place at 10 centers as listed in Table 9. TriMet incorporates ITS into virtually every aspect of their system including their fleet, operations and dispatch centers, transit facilities, and transit traveler information.

Table 9. TriMet Transit Centers

Transit Mode	Center	Center Functions
Light Rail	Ruby Junction	Dispatch, maintenance, vehicle data collection
	Elmonica	Maintenance, vehicle data collection
	Washington Park	Emergency dispatch center
Fixed-Route Bus	Ruby Junction	Dispatch
	Powell Garage	Garage, maintenance, vehicle data collection
	Merlo Garage	
	Center Garage	
Paratransit	Nela Garage	Dispatch, garage, maintenance, vehicle data collection
	Powell Garage	Garage, maintenance, vehicle data collection
	Merlo Garage	

TriMet vehicles, particularly fixed-route buses and light rail trains, are complex vehicles that include communications systems (radio, wi-fi 802.11), security systems (cameras, alarms), automated stop announcements for passengers, data collection (see Archived Data Management subsection), probes for congestion information, and wayside communications with traffic signals. All of TriMet's fixed-route buses are equipped with transit signal priority emitters. Transit signal priority (TSP) is currently only used at City of Portland traffic signals on key corridors. TSP allows buses that are behind schedule to place a call to traffic signals to extend the green time so the bus does not get stopped at the traffic signal. Preemption by fire vehicles

always has a higher priority than buses. Interaction between light rail trains and traffic signals occurs via sensors in the tracks that detect the presence of trains. These sensors are used to place a call for the light rail signal phase to come up just before the train arrives at the traffic signal.

TriMet utilizes maintenance management systems for their light rail trains and fixed-route buses. Bluetooth communications is used to read maintenance data status codes on the rail vehicles on a periodic basis to assess maintenance needs. Although not automated, TriMet uses a manual-entry database to track repairs, repair tickets, vehicle/component history, and personnel for repairs of the fixed-route buses. Fluids monitoring is automated at the fuel rack and data is also retrieved from controllers in the engines.

TriMet's operations and dispatch centers currently coordinate with traffic management and emergency management centers via telephone or direct system interfaces, such as a link to ODOT's ATMS software system and CCTV cameras. The 911 centers currently have access to voice systems on the fixed-route buses and paratransit vehicles that is typically used if a TriMet driver activates a silent alarm or a TriMet dispatcher alerts the 911 centers of an emergency incident. The silent alarms are built into the automated vehicle location functionality. Computer-aided dispatch (CAD) systems are used to manage TriMet's entire fleet.

TriMet deploys a number of ITS devices in the field at their transit facilities. All of TriMet's private facilities are accessed by personnel using an electronic access system. CCTV cameras are used at substations, operations/dispatch centers, garages, transit centers, light rail platforms, and key transit stops for security surveillance. Transit tracker displays are used at key transit centers and transit stops to display real-time arrival information. Ticket vending machines are used at light rail stops and transit centers for electronic fare purchases. These machines are outfitted with security alarms as are other transit facilities.

In addition to the transit tracker displays, TriMet provides other traveler information via personal access systems. Real-time transit vehicle arrival information may also be obtained through TriMet's customer assistance telephone system (503-238-RIDE), personal digital assistants, or their website. TriMet's website includes an interactive trip planner that allows users to plan trips by departure and arrival addresses/locations, time of day, quickest trip, fewest transfers, and shortest walk (range from a quarter mile to a mile).

The City of Portland owns and operates the Streetcar system in downtown Portland. This system crosses paths with TriMet light rail lines and bus routes. The City utilizes one center in northwest Portland for operations and maintenance and employs a number of TriMet operators to run the Streetcar. NextBus, Incorporated uses GPS units on the Streetcar to predict arrival times and posts this information to dynamic message signs at Streetcar stops, the Streetcar website, and Internet-capable personal information access devices (e.g. cell phones, personal digital assistants). TriMet's website provides a link to the Streetcar's website under the transit tracker section of their website and also includes other information about Streetcar routes and fares. The Streetcar website also includes other static information about the routes and system.

The City of Wilsonville owns and operates the South Metro Area Rapid Transit (SMART) system that provides service within and to/from the City of Wilsonville using fixed-route buses and paratransit vehicles. SMART's services connect to TriMet in Portland (Commerce Circle, Tualatin Park and Ride, Barbur Boulevard Transit Center), to Cherriots in Salem (Salem Transit Center), and Canby Area Transit in Canby (Canby Transit Center). The SMART system does not currently utilize any ITS applications.

Applications of the Program Area Tomorrow

Public transportation services of tomorrow will include more system integration, more system automation, and enhanced traveler information. Other than a link to the Streetcar website for NextBus arrival times, the Portland area's transit management systems are not currently integrated. The City of Portland has discussed potentially replacing their NextBus system with TriMet's transit tracker system. The addition of automated vehicle tracking on C-TRAN and SMART transit vehicles would also allow for additional system integration. Taking this one step farther, the future may include the development of a smart card that can be used to electronically pay fares for all regional transit systems, parking systems, and toll facilities.

TriMet envisions video retrieval from on-board systems and automated maintenance systems. Video images from on-board security cameras will be transmitted to TriMet operations and dispatch centers. The video images may be transmitted to law enforcement personnel in the field via wireless networking to support management of incidents on transit vehicles. Automated maintenance systems will electronically track the same vehicle data that is manually tracked today and generate work orders and maintenance schedules for the transit fleet and maintenance personnel.

Two new transit systems are currently under design: the TriMet Commuter Rail and the City of Portland Aerial Tram. The Commuter Rail will be a 15-mile heavy rail line that connects Wilsonville to Beaverton. The aerial tram will provide a short, fixed-route service between the Oregon Health Sciences University (OHSU) and the South Waterfront area in southwest Portland. Both systems will tie in at stations/stops for other existing transit services. Transit traveler information will be expanded to include information about the Commuter Rail and Aerial Tram and both systems would be included in the development of a future regional electronic fare payment system.

As discussed in the traveler information section, the wave of the future in traveler information is personal information access and rapidly developing technology. TriMet foresees traveler information that is automatically tailored to the individual traveler. Today, travelers who call the transit tracker phone system have to enter a specific stop ID for a transit route to find out the next arrival time. In the future, TriMet anticipates cell phones and PDA's will be equipped with GPS sensors that can communicate with TriMet's system and inform the traveler of when and where the next transit vehicle will arrive based on the traveler's current location.

ODOT is also developing a statewide Regional Trip Planner website that allows travelers to plan transit trips on a small-scale in metropolitan areas or on a larger scale by planning trips throughout the state that involve the use of a number of transit services. TriMet, the City of Portland, and the City of Wilsonville will play a key role in helping with the interface of the Regional Trip Planner to their services.

Stakeholder Roles and Responsibilities

TriMet, the City of Portland, and the City of Wilsonville are primarily responsible for the daily operation, maintenance, design and implementation of field devices and systems used to support their agencies' services. Additional coordination between TriMet and the traffic management agencies is required for the operations, maintenance, design and installation of transit signal priority devices and the exchange of roadway information that may influence the transit services, such as incidents, construction or weather information. Detailed roles and responsibilities for key stakeholders are included in the Turbo Architecture database (see Appendix L for Turbo report).

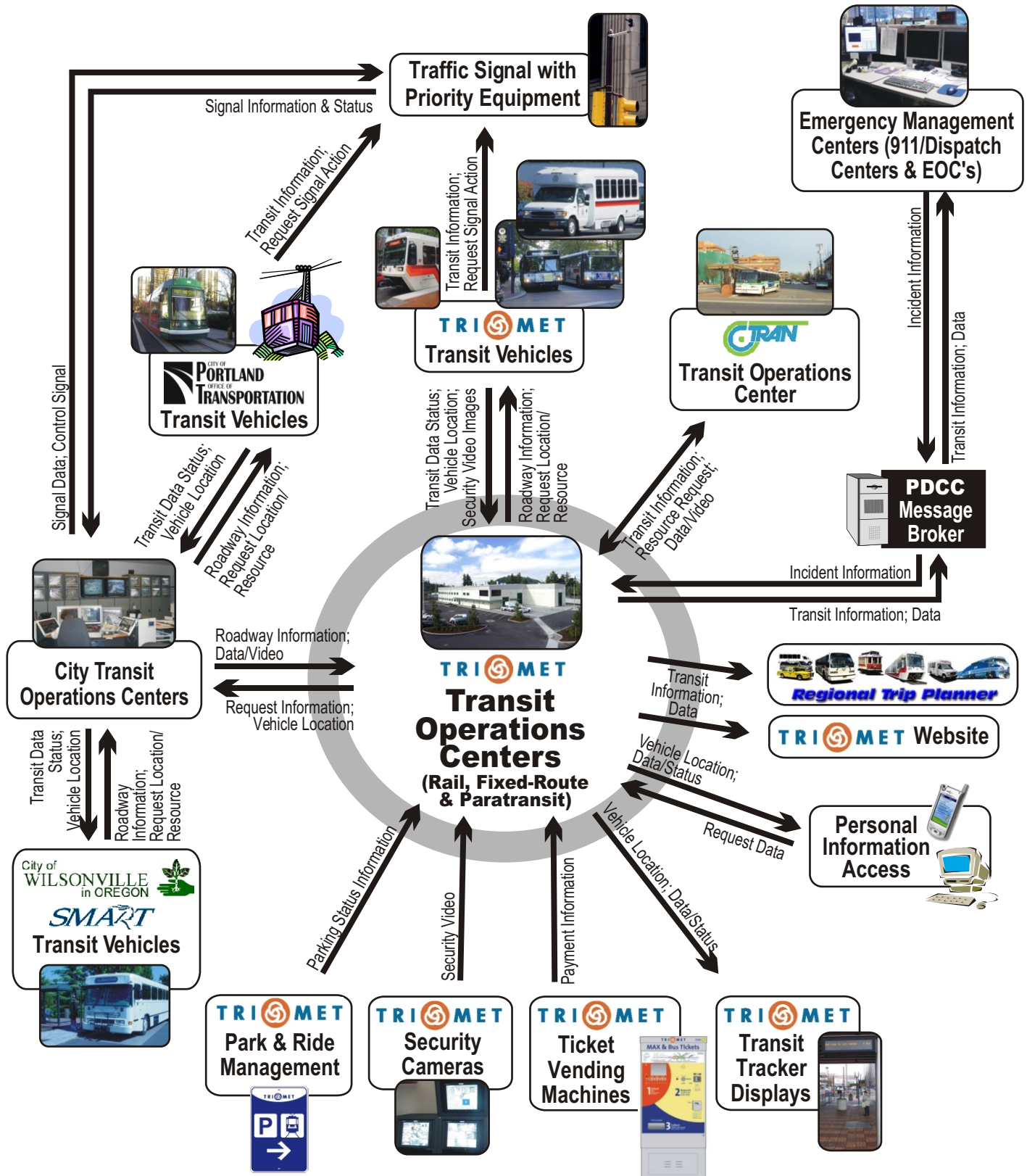


Figure 14
Public Transportation Services
Operational Concept for
Years 2000-2015

Archived Data Management

This section includes a description of the archived data management service area, applications of this service area today and tomorrow, and stakeholder roles and responsibilities.

Description

The purpose of the data warehouse service area is to provide a centralized, electronic database that facilitates the collection, archiving, and sharing of information/data for public agencies within the region. This data will be used by many agencies in areas such as planning, design, safety, operations, and research. As illustrated in Figure 15, data will be shared between the transportation, transit, and emergency management public agencies within the Portland metropolitan area.

Applications of the Program Area Today

Portland State University (PSU) houses the Portland Oregon Regional Transportation Archive Listing (PORTAL), which serves as the regional data warehouse. The PORTAL system currently archives freeway system detector loop data from ODOT, traffic signal system detector data from the City of Portland's TranSuite central signal system, and local weather data from the weather service. The PORTAL data is accessible via the Internet with a username and password. Data marts are also maintained in the region by the Port of Portland and TriMet. The Port of Portland data mart archives data from the Port's systems and field devices (e.g. count stations, parking system). The TriMet Enterprise data mart archives data for TriMet's transit systems and vehicles and uses real-time data for daily operations. Typical data archived from a transit vehicle every day is spatially referenced and includes items such as mileage, passenger counts, lift usage, fare evasion, duration that doors are open, average speeds, and records of any buttons pressed by the drivers. These data marts are not currently shared with any other agencies.

ODOT currently has a policy to not store video images due to institutional and privacy issues. Other public agencies have similar policies.

Applications of the Program Area Tomorrow

Portland State University is already working closely with other regional stakeholders to expand the PORTAL system to include more data. This expansion will likely include an interface with the Port of Portland and TriMet data marts to allow PORTAL users to access applicable data. Some data from PORTAL and the data marts will not be made available to the general public because of security reasons. Likewise, some data will be tagged for use by public agencies only. Additional data that will be useful to regional agencies includes traffic count data, weather station data, incident data, ramp meter data, bridge lift data, and construction data.

Stakeholder Roles and Responsibilities

Portland State University will lead the operations, maintenance, and expansion of the PORTAL regional data warehouse within the Portland metropolitan area. Likewise, the Port of Portland and TriMet will operate and maintain their data marts and work with Portland State University to develop interfaces with PORTAL. Each agency will participate in data exchange to/from the warehouse and create their corresponding user interface for sharing information. Detailed roles and responsibilities for key stakeholders are included in the Turbo Architecture database (see Appendix L for Turbo report).

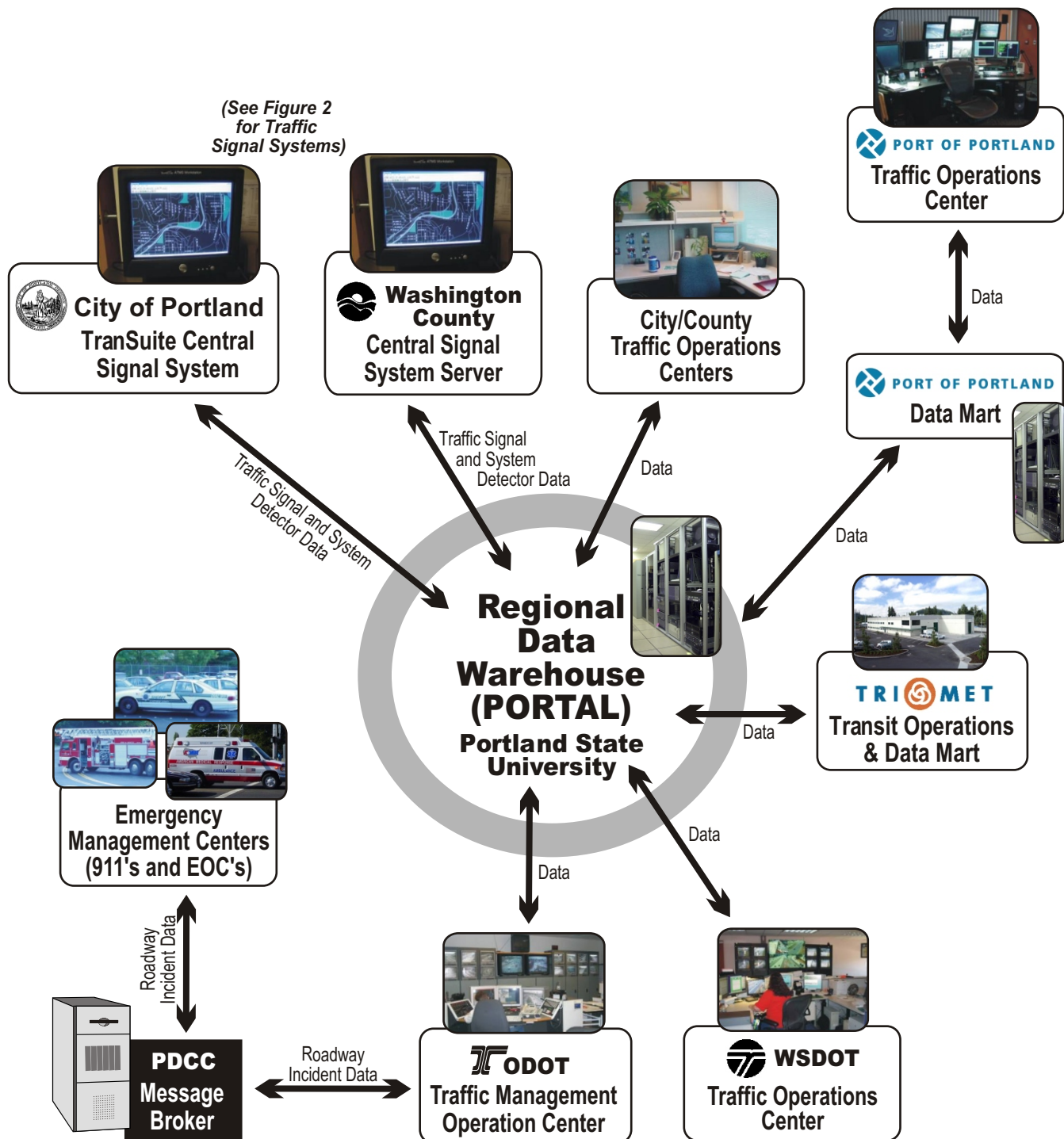


Figure 15
Archived Data Management
Operational Concept for
Years 2000-2015

MAINTENANCE PLAN

The TransPort Architecture Subcommittee used federal guidelines¹⁴ to develop a maintenance plan for keeping the Regional ITS Architecture up to date. The development and implementation of an architecture maintenance plan is one of the requirements of the FHWA Final Rule and FTA Policy. The architecture is a fluid entity that must be updated as ITS needs and services evolve in the Portland metropolitan area. This section answers the following questions: Who? What? When? How?

Who Maintains the Regional ITS Architecture?

Ultimately the TransPort Architecture Subcommittee is responsible for maintaining the Regional ITS Architecture. This Subcommittee is well versed in the contents of the architecture and familiar with Turbo Architecture. At present, Metro is trying to fill a new operations/ITS position. This new staff person will be an ideal candidate for performing architecture maintenance. Other options include having a member of the TransPort Architecture Subcommittee perform the work or contracting the work out to others. The Subcommittee will decide who, herein referred to as the Maintainer, is responsible for the maintenance prior to the first update. The Maintainer will need to attend both TransPort Committee and TransPort Architecture Subcommittee meetings. All updates to the Regional ITS Architecture will need to be approved by the Subcommittee.

What is Maintained in the Regional ITS Architecture?

The following items in the Regional ITS Architecture will be maintained to reflect the deployment of ITS projects and changes in regional needs:

- Stakeholders
- Inventory elements
- Regional user services/market packages
- Operational concept
- Interconnects and information flows between elements
- ITS standards

Deletions or additions to the TransPort Regional ITS Architecture should be accompanied with descriptive comments in Turbo Architecture to document the reasons for the changes.

When is the Regional ITS Architecture Updated?

Approaches to architecture maintenance include periodic, exception based, or a combination of the two methods. The Subcommittee has decided a periodic update every year best suits the needs of the region. In even numbered years the update will be conducted after the Metropolitan Transportation Improvement Program (MTIP) has been approved. The MTIP allocates federal transportation funding to the Portland metropolitan area and is updated by Metro every two years. Special updates to the architecture may be needed if a project or regional ITS plan update impacts a large portion of the architecture. The Subcommittee will determine whether these exception based updates are needed on a case-by-case basis.

¹⁴ *Regional ITS Architecture Maintenance White Paper*. Report FHWA-HOP-04-004. U.S. Department of Transportation, Federal Highway Administration, National ITS Architecture Team, Jan. 31, 2004.

How is the Regional ITS Architecture Maintained?

Members of the TransPort Committee will be responsible for requesting changes to the Regional ITS Architecture based on things such as changes to existing ITS elements or operations, addition of new projects, or for securing ITS funding through the MTIP or other local funding sources. Table 10 lists the general process for maintaining the architecture and Appendix N includes the change request form and change log to be used for the process. A more generic change log may be more appropriate for large-scale updates to the architecture. These forms are currently available in Microsoft Excel format but the Maintainer may find it more useful to convert these to a database or web-based format.

Table 10. TransPort Regional ITS Architecture Update Process

Maintenance Step	Responsibility
Submit a change request to the Subcommittee.	TransPort Committee Member
Review and approve the request.	TransPort Architecture Subcommittee
Annually update approved changes in the Turbo Architecture database and supporting documentation.	Maintainer
Log the changes and notify the stakeholders.	Maintainer

APPENDIX A: GLOSSARY OF ACRONYMS

APPENDIX A: GLOSSARY OF ACRONYMS

AAA	American Automobile Association
ACC	Airport Communications Center
AD	Archived Data
AHS	Automated Highway System
APTS	Advanced Public Transportation Systems
AQI	Air Quality Index
ATIS	Advanced Traveler Information Systems
ATMS	Advanced Traffic Management Systems
AVI	Automated Vehicle Identification
AVL	Automated Vehicle Location
AVSS	Advanced Vehicle Safety Systems
BNSF	Burlington Northern Santa Fe
BOEC	Bureau of Emergency Communications
BRT	Bus Rapid Transit
C911	Columbia 911 Communications District
CAD	Computer-Aided Dispatch
CCOM	Clackamas County Central Communications
CCTV	Closed-Circuit Television
COMET	COrridor ManagEment Teams
CRESA	Clark Regional Emergency Services Agency
CVO	Commercial Vehicle Operations
DEQ	Department of Environmental Quality
DFD	Data Flow Diagram
DMS	Dynamic Message Sign
EAS	Emergency Alert System
EM	Emergency Management
EOC	Emergency Operations Center
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographical Information System
GM	General Motors
GPS	Global Positioning System
HAR	Highway Advisory Radio
HAZMAT	Hazardous Material
HRI	Highway-Rail Intersection
HTCRS	Highway Traffic Conditions Reporting System
HOV	High Occupancy Vehicle
ID	Identification
ISP	Information Service Provider
ITS	Intelligent Transportation Systems
MAX	Metropolitan Area Express
MC	Maintenance and Construction
JPACT	Joint Policy Advisory Committee on Transportation
LOCOM	Lake Oswego Communications
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program
NOAA	National Oceanic and Atmospheric Administration
NWS	National Weather Service

ODOT	Oregon Department of Transportation
OEM	Office of Emergency Management
OERS	Oregon Emergency Response System
OHSU	Oregon Health Sciences University
ORS	Oregon Revised Statute
OSP	Oregon State Police
OTA	Oregon Trucking Association
PDA	Personal Digital Assistant
PDCC	Portland Dispatch Center Consortium
PDX	Portland International Airport
PNWR	Portland and Western Railroad
PORTAL	Portland Oregon Regional Transportation Archive Listing
PSpecs	Process Specifications
PSU	Portland State University
PVMS	Portable Variable Message Sign
RLIS	Regional Land Information System
RR	Railroad
RTC	Southwest Washington Regional Transportation Council
RWIS	Roadway Weather Information System
SCATS	Sydney Coordinated Adaptive Traffic System
SMART	South Metro Area Rapid Transit
TATII	TransPort Advanced Traveler Information Implementation
TDM	Traffic Demand Management
TMC	Traffic Management Center
TMOC	Traffic Management Operation Center
TOC	Traffic Operations Center
TOCS	Traffic Operations Center Software
TPAC	Transportation Policy Alternatives Committee
TransPort	Transportation Portland
TSP	Transit Signal Priority
TSP	Transportation System Plan
UP	Union Pacific
U.S. DOT	United States Department of Transportation
VAST	Vancouver Area Smart Trek
VIP	Vehicle Inspection Program
WCCCA	Washington County Consolidated Communications Agency
WSDOT	Washington State Department of Transportation
Xing	Crossing

APPENDIX B: SUMMARY OF CHANGES TO NATIONAL ITS ARCHITECTURE AND TURBO ARCHITECTURE

APPENDIX B: SUMMARY OF CHANGES TO NATIONAL ITS ARCHITECTURE AND TURBO ARCHITECTURE

TransPort Regional ITS Architecture Timeline

TransPort Regional ITS Architecture		National/Turbo Architecture	
Version	Timeline	Version	Date
1	2001 (June): Regional ITS Architecture was developed.	National 3.0	Jan. 2000
		Turbo 1.1	April 2001
2	2003 (Feb.): Regional ITS Architecture was updated for the <i>Clackamas County ITS Plan</i> .	National 4.0	April 2002
		Turbo 2.0	May 2002
3	2005 (Feb.): Regional ITS Architecture was updated for the <i>Washington County ITS Plan</i> .	National 5.0	Oct. 2003
		Turbo 3.0	April 2004
4	2005 (Oct.): Regional ITS Architecture is being updated as part of this project.	National 5.1	April 2005
		Turbo 3.1	May 2005

System Inventory Changes

- The “Construction and Maintenance” subsystem was renamed “Maintenance and Construction Management” (Turbo 2.0).
- The following subsystems were added:
 - “Maintenance and Construction Vehicle” (Turbo 2.0)
 - “Security Monitoring” (Turbo 3.0)
- The following terminators were added:
 - “Alerting and Advisory Systems” (Turbo 3.0)
 - “Asset Management” (Turbo 2.0)
 - “Basic Maintenance and Construction Vehicle” (Turbo 2.0)
 - “Care Facility” (Turbo 2.0)
 - “Emissions Management Operator” (Turbo 3.0)
 - “Equipment Repair Facility” (Turbo 2.0)
 - “Freight Equipment” (Turbo 3.0)
 - “Maintenance and Construction Administrative Systems” (Turbo 2.0)
 - “Maintenance and Construction Center Personnel” (Turbo 2.0)
 - “Maintenance and Construction Field Personnel” (Turbo 2.0)
 - “Other MCM” (Turbo 2.0)
 - “Other MCV” (Turbo 2.0)
 - “Other Roadway” (Turbo 2.0)
 - “Other Toll Administration” (Turbo 2.0)
 - “Shelter Providers” (Turbo 3.0)
 - “Storage Facility” (Turbo 2.0)
 - “Surface Transportation Weather Service” (Turbo 2.0)
 - “Telecommunications System for Traveler Information” (Turbo 3.0)
 - “Trade Regulatory Agencies” (Turbo 2.0)

- The following terminator names were modified:

<i>Old Terminator</i>	<i>New Terminator</i>	<i>Turbo</i>
"Commercial Vehicle"	"Basic Commercial Vehicle"	2.0
"Commercial Vehicle Manager"	"Fleet Freight Manager"	3.0
"Other EM"	"Other Emergency Management"	3.0
"Other TM"	"Other Traffic Management"	3.0
"Other TRM"	"Other Transit Management"	3.0
"Payment Instrument"	"Traveler Card"	2.0
"Transit Driver"	"Transit Vehicle Operator"	3.0
"Transit Vehicle"	"Basic Transit Vehicle"	2.0

- The following terminators were discontinued:
 "Construction and Maintenance" (Turbo 2.0)
 "Government Administrators" (Turbo 2.0)
 "Roadway" (Turbo 2.0)
 "Transit Fleet Manager" (Turbo 3.0)
 "Transit Maintenance Personnel" (Turbo 3.0)
 "Transit User" (Turbo 3.0)

Market Package Changes

- The following market packages were added:
 "ATMS19: Speed Monitoring" (Turbo 2.0)
 "ATMS20: Drawbridge Management" (Turbo 2.0)
 "ATMS21: Roadway Closure Management" (Turbo 3.0)
 "CVO11: Roadside HAZMAT Security Detection and Mitigation" (Turbo 3.0)
 "CVO12: CV Driver Security Authentication" (Turbo 3.0)
 "CVO13: Freight Assignment Tracking" (Turbo 3.0)
 "EM04: Roadway Service Patrols" (Turbo 2.0)
 "EM05: Transportation Infrastructure Protection" (Turbo 3.0)
 "EM06: Wide-Area Alert" (Turbo 3.0)
 "EM07: Early Warning System" (Turbo 3.0)
 "EM08: Disaster Response and Recovery" (Turbo 3.0)
 "EM09: Evacuation and Reentry Management" (Turbo 3.0)
 "EM10: Disaster Traveler Information" (Turbo 3.0)
 "MC01: Maintenance and Construction Vehicle Tracking" (Turbo 2.0)
 "MC02: Maintenance and Construction Vehicle Maintenance" (Turbo 2.0)
 "MC03: Road Weather Data Collection" (Turbo 2.0)
 "MC05: Roadway Automated Treatment" (Turbo 2.0)
 "MC06: Winter Maintenance" (Turbo 2.0)
 "MC07: Roadway Maintenance and Construction" (Turbo 2.0)
 "MC08: Work Zone Management" (Turbo 2.0)
 "MC09: Work Zone Safety Monitoring" (Turbo 2.0)
 "MC10: Maintenance and Construction Activity Coordination" (Turbo 2.0)

- The following market package numbers were modified:

Old #	Old Market Package	New #	New Market Package	Turbo
ATMS17	"Reversible Lane Management"	ATMS18	"Reversible Lane Management"	2.0
ATMS18	"Road Weather Information System"	MC04	"Weather Information Processing and Distribution"	2.0
ATMS19	"Regional Parking Management"	ATMS17	"Regional Parking Management"	2.0

- The following market packages were modified:

#	Old Market Package	New Market Package	Turbo
ATIS05	"ISP Based Route Guidance"	"ISP Based Trip Planning and Route Guidance"	3.1
ATMS08	"Incident Management System"	"Traffic Incident Management System"	3.0
CVO08	"On-Board CVO Safety"	"On-Board CVO and Freight Safety & Security"	3.0/ 3.1
EM01	"Emergency Response"	"Emergency Call-Taking and Dispatch"	3.0
EM03	"Mayday Support"	"Mayday and Alarms Support"	3.1
MC01	"Maintenance and Construction Vehicle Tracking"	"Maintenance and Construction Vehicle and Equipment Tracking"	3.0

Architecture Flow Changes

- A large number of architecture flows were renamed or replaced (Turbo 2.0, 3.0, and 3.1). For example, the "incident response coordination" flow is now "resource coordination".
- A number of architecture flows were added. The following architecture flows were added in the TransPort Architecture in the conversion to Turbo 2.0/3.0/3.1:
 - "Environmental sensors control" (Turbo 2.0)
 - "Traffic Images" (Turbo 3.0)
 - "Video surveillance control" (Turbo 2.0)
- A number of architecture flows were discontinued. The following architecture flows were discontinued in the TransPort Architecture in the conversion to Turbo 2.0/3.0/3.1:
 - "Current network conditions" (Turbo 2.0)
 - "Emissions data" (Turbo 3.0)
 - "Fault reports" (Turbo 2.0)
 - "Incident command request" (Turbo 3.0)
 - "Incident command information" (Turbo 3.0)
 - "Incident data" (Turbo 2.0)
 - "Incident information request" (Turbo 3.0)
 - "Parking availability" (Turbo 3.0)
 - "Request for road network conditions" (Turbo 3.0)
 - "Transit emergency coordination data" (Turbo 3.0)
 - "Transit parking lot response" (Turbo 3.0)

APPENDIX C: REGIONAL ITS ARCHITECTURE ASSESSMENT CHECKLIST

Regional ITS Architecture Assessment Checklist
Version 2.0 (3/04)

Architecture Name: TransPort Regional ITS Architecture (Version 4)

Type of Architecture (e.g. Regional, Statewide, etc): **Regional**

Date Architecture Developed or Last Updated (mm/yyyy): **02/2005 (Version 3)**

Reviewers: TransPort Architecture Subcommittee:

Nathaniel Price (FHWA)

Edward Anderson (ODOT)

Jack Marchant (ODOT)

Willie Rotich (City of Portland)

David Crout (TriMet)

Project Consulting Team:

Jim Peters (DKS Associates)

Renee Hurtado (DKS Associates)

Review Date: 10/07/05

This checklist represents elements of a regional ITS architecture, and includes the requirements of the FHWA Rule and FTA Policy on ITS Architecture and Standards Conformity. The checklist is a tool for assessing the completeness of and identifying improvements to the regional ITS architecture. The questions are listed by main topic area with an area for a reviewer to make an assessment. The “Comments” column allows a reviewer to document any suggestions, notes, strengths, or shortcomings. The “Regional ITS Architecture Guidance” Document (FHWA OP-02-024; EDL #13598) contains information on all the elements shown below, and should be used as a reference document for this checklist.

Criteria/Question	Yes/No/ Partly	Comments
1. Architecture Scope and Region Description		
a. Is the region defined geographically? Have boundaries been established such as counties, municipal boundaries, metropolitan areas, statewide, etc.?	Yes	Metro Boundary. May expand to Tri-County if rural ITS services need integrated with metro ITS services.
b. Has a timeframe for the architecture been defined? (For example, 5 or 10 years into the future, or the TIP/STIP planning period)?	Yes	10 Years (2005 – 2015)

Criteria/Question	Yes/No/ Partly	Comments
c. Has the scope of the regional architecture been defined (i.e. the range of services, institutions, or jurisdictions)? Does the scope seem appropriate given the circumstances?	Yes	ITS Service Areas: ▪ Regional traffic control ▪ Traveler information ▪ Incident management ▪ Public transportation services ▪ Maintenance and construction management ▪ Archived data management
2. Stakeholder Identification		
a. Are the stakeholders identified in sufficient detail to understand who the players are and for what they are responsible? Are they identified by name, responsibility, jurisdiction, and/or typical roles and activities?	Yes	Primary stakeholders: ▪ Transportation agencies ▪ Transit agencies ▪ Public safety agencies Expanded stakeholders: ▪ Other public agencies ▪ Private sector organizations ▪ Travelers/system users ▪ Etc.
b. Is the range of stakeholders commensurate with the defined scope of the regional architecture?	Yes	
c. Does the range represent a broad cross-section of all transportation related organizations in the region?	Yes	
d. Is there sufficient information to assess the degree of involvement of each critical stakeholder in the architecture development process?	Yes	
3. System Inventory		
a. Has a system inventory been defined?	Yes	A thorough review and update was conducted in 2005 for the entire region. Descriptions have been added to provide more information about each inventory element.
b. Does it include a list of applicable regional systems along with descriptions of each system and their functionality?	Yes	
c. Have National ITS Architecture subsystems and terminators been correctly linked to regional systems?	Yes	
d. Are user-defined entities described in sufficient detail to understand their function?	N/A	

Criteria/Question	Yes/No/ Partly	Comments
4. Needs and Services		
a. Are needs and services defined and described?	Yes	A thorough review and update was conducted in 2005 for the entire region.
b. Are the needs and services adequately represented in the regional architecture?	Yes	
5. Operational Concept		
a. Has an architecture operational concept been described in sufficient detail for the existing systems to understand the roles and responsibilities (technical, financial, human resource, mutual relationship and functional areas) of the primary stakeholders and the systems they operate in the region?	Yes	An operational concept has been added to the Turbo Architecture database. The architecture summary report also provides an overview of the operational concept as well as graphics that depict the high-level interactions between regional systems for each ITS service area.
b. Has an architecture operational concept been described in sufficient detail for the future systems?	Yes	Anticipated systems through Year 2015 have been included.
6. Functional Requirements		
a. Have high-level functional requirements been identified for each regionally significant system that is included in the architecture? (“Regionally significant systems” are defined as those with interfaces that cross agency boundaries.)	No	The TransPort Architecture Subcommittee maintains their decision to identify functional requirements at the project level for regionally significant systems.
b. Are the requirements categorized by stakeholders?	No	
c. Are the requirements unambiguously stated in terms of shall statements?	No	
d. Is the architecture output presented in a way that is understandable to a variety of audiences, including the public and decision-makers?	No	
7. Interfaces/ Information Flows		
a. Are interconnections defined to indicate what subsystems are connected together? Has this been illustrated by diagrams or tables?	Yes	A thorough review and update was conducted in 2005 for the entire region.

Criteria/Question	Yes/No/ Partly	Comments
b. Have information flow diagrams or tables been developed to illustrate the information flows that are exchanged between subsystems?	Yes	
c. Is enough supporting information provided to understand the information exchanged?	Yes	
d. Does the architecture include appropriate linkages to overlapping or adjacent region architectures?	Yes	There are links to the Vancouver area (VAST) regional architecture through the WSDOT and C-Tran centers and links to the Oregon statewide architecture through the other ODOT TOC's.
e. Is the connection status (existing or planned) identified for each link?	Yes	Status has been expanded to include existing, programmed, planned, and future.
f. Are there any important integration opportunities that may have been overlooked?	No	
8. Project Sequencing		
a. Has a plan been established by which projects would be defined and sequenced over time?	Yes	Plans and initial sequencing have been developed at an agency level. The TransPort Committee prioritizes the project sequencing and interdependencies regionally.
b. Has an initial sequencing of currently defined projects been established?	Yes	
c. Does the sequencing adequately address the interdependencies among projects?	Yes	
d. Have opportunities to coordinate implementation schedules with other transportation improvements been investigated?	Yes	Mostly by agency. Some areas have been coordinated/integrated (e.g. CTIC, central signal system).

Criteria/Question	Yes/No/ Partly	Comments
9. Agreements		
a. Has a list of the agreements needed between key stakeholders in order to implement the projects that will come out of the regional ITS architecture been defined?	Partly	Many agreements exist, but are not documented in the architecture. The City of Portland and other stakeholders will be documenting a number of agreements as part of the Regional Transportation Concept of Operations project currently underway.
b. Can existing agreements be used?	Yes	Numerous informal "handshake" agreements are in existence.
10. Standards Identification		
a. Are ITS standards described that are applicable to the development of projects coming out of the regional ITS architecture?	Partly	Some standards have been identified at the project level or in agency plans, but not regionally.
b. Are these standards associated with specific information flows or interconnects?	Yes	At project level.
c. Are there any important standards that may have been overlooked?	Yes	Need to further evaluate this.
11. Using the Regional ITS Architecture		
a. Is there a description for incorporating and using the regional ITS architecture in the region's planning process?	Partly	The TransPort Architecture Subcommittee still needs to finalize a process for using the regional ITS architecture. Action items include the following: ▪ Determine Metro's potential role for monitoring the planning process and architecture use. ▪ Develop funding criteria (potentially for MTIP and/or ODOT project prospectus). ▪ Partake in training for using the regional architecture.
b. Will a regional stakeholder organization or committee monitor and manage the planning process and the architecture use? Are all important responsibilities addressed?	Partly	
c. Is there a description for using the regional ITS architecture in support of project implementation?	Partly	

Criteria/Question	Yes/No/ Partly	Comments
12. Maintenance Plan		
a. Is there a documented plan for maintaining the architecture? (If not, are there informal agreements for how the regional architecture will be maintained?)	Yes	A maintenance plan has been included in the architecture summary report. Prior to the first annual update, the TransPort Architecture Subcommittee will need to decide who (agency or contractor) will conduct the actual maintenance. This may be whomever takes the new operations/ITS position Metro is looking to fill.
b. Have the various reasons for updating the architecture been addressed (project updates, new requirements or initiatives, etc.)?	Yes	
c. Is there a plan for communicating changes in the architecture to stakeholders?	Yes	
d. Have the responsibilities of the various stakeholders or groups been well defined?	Yes	

Other comments:

The VAST regional architecture was removed from the TransPort Regional ITS Architecture as part of the 2005 update. Southwest RTC will be maintaining the VAST regional architecture separately.

APPENDIX D: TURBO ARCHITECTURE STAKEHOLDER REPORT



Stakeholder

Amtrak

Description: Amtrak provides two north-south routes (Amtrak Cascades and Coast Starlight) and one east-west route (Empire Builder) that pass through or terminate in the Portland metropolitan area. Amtrak is also included in the Oregon Statewide Architecture.

Broadcast Media Companies

Description:

City Fire Departments

Description: This stakeholder includes the following City Fire Departments: Cornelius, Forest Grove, Gladstone, Gresham, Hillsboro, Lake Oswego, Portland, and West Linn.

City of Beaverton

Description:

City of Gresham

Description:

City of Hillsboro

Description:

City of Lake Oswego

Description:

City of Portland

Description:

City of Wilsonville

Description: Wilsonville is included as a stakeholder since they own and operate the SMART transit service. They are also included under the "Other Cities in Clackamas County" stakeholder since all of the City's traffic signals and field devices are operated and maintained by Clackamas County.

City Police Departments

Description: This stakeholder includes the following City Police Departments: Beaverton, Cornelius, Fairview, Forest Grove, Gladstone, Gresham, Hillsboro, King City, Lake Oswego, Milwaukie, Oregon City, Portland, Sherwood, Tigard, Troutdale, Tualatin, and West Linn.

Clackamas County

Description:

Commercial Salvage and Towing Operators

Description: This stakeholder includes any commercial operators that provide salvage or towing operations for roadway incidents. This stakeholder is also included in the Oregon Statewide Architecture.

County Fire Districts

Description: This stakeholder includes Clackamas County Fire Districts, Multnomah County Rural Protection Fire Districts, Tualatin Valley Fire & Rescue Districts.

County Offices of Emergency Management

Description: This stakeholder includes Clackamas County Emergency Management, Multnomah County Emergency Management, and the Washington County Office of Consolidated Emergency Management (this includes Beaverton, Banks, Cornelius, Forest Grove, Hillsboro, King City, North Plains, Sherwood, Tigard, Tualatin and Washington County).

County Sheriff Offices

Description: This includes the sheriff's offices for Clackamas County, Multnomah County, and Washington County.

C-TRAN

Description: C-TRAN provides transit service in southwest Washington and also transports riders across the Columbia River into Oregon where they can transfer to the TriMet transit service. Although the C-TRAN architecture will be maintained with the VAST architecture, information flows between C-TRAN and TriMet are included in this architecture.

Emergency Medical Service Providers

Stakeholder

Description: This stakeholder includes local companies/agencies that provide ambulance and medical response services in the Portland metropolitan area.

Heavy Rail Operators

Description: This includes Burlington Northern Santa Fe (BNSF) Railway, Union Pacific (UP) Railroad, Portland and Western Railroad (PNWR), and any other heavy rail companies in the Portland metropolitan area.

Local Information Service Providers

Description:



Local Public Agency Traveler Information Providers

Description: This stakeholder group includes the counties, cities, and the Port of Portland who all provide or plan to provide jurisdiction specific traveler information. This does not include ODOT or TriMet who both provide traveler information that spans the entire Portland metropolitan region.

Stakeholders in this group:

- City of Portland
- Multnomah County
- Clackamas County
- Washington County
- Port of Portland
- Other Cities in Multnomah County
- City of Gresham
- Other Cities in Clackamas County
- City of Beaverton
- Other Cities in Washington County
- City of Hillsboro
- City of Lake Oswego

Mayday Service Provider

Description: Mayday service providers (e.g. GM's OnStar, ATX, AAA, RESCU) provide traveler assistance through an interface in personal vehicles.

Metro

Description: Metro, the local metropolitan planning organization (MPO), is the directly elected regional government that serves more than 1.3 million residents in Clackamas, Multnomah and Washington counties, and the 25 cities in the Portland, Oregon, metropolitan area.

Multnomah County

Description:

National Oceanographic and Atmospheric Administration

Description: The National Oceanographic and Atmospheric Administration (NOAA) National Weather Service plays a key role in weather reporting and forecasting events that impact surface transportation.

Oregon Department of Environmental Quality

Description: The Oregon Department of Environmental Quality (DEQ) is a regulatory agency whose job is to protect the quality of Oregon's environment. DEQ is responsible for protecting and enhancing Oregon's water and air quality, for cleaning up spills and releases of hazardous materials, and for managing the proper disposal of hazardous and solid wastes. In the transportation arena, DEQ monitors vehicle emissions and cleans up hazmat spills on the roadway resulting from incidents.

Oregon Department of Transportation

Description:

Oregon Office of Emergency Management

Description: The purpose of the Office of Emergency Management (OEM) is to execute the Governor's responsibilities to maintain an emergency services system as prescribed in ORS 401 by planning, preparing and providing for the prevention, mitigation and management of emergencies or disasters that present a threat to the lives and property of citizens of and visitors to the State of Oregon.

Oregon State Police

Description:

Other Cities in Clackamas County

Stakeholder

Description: In the Portland metropolitan area, Clackamas County operates and maintains the traffic signals and roadside devices for the following cities: Damascus, Gladstone, Happy Valley, Johnson City, Milwaukie, Oregon City, Rivergrove, West Linn, and Wilsonville. The City of Lake Oswego operates and maintains their own traffic signals and field devices.

Other Cities in Multnomah County

Description: In the Portland metropolitan area, Multnomah County operates and maintains the traffic signals and roadside devices for the following cities: Gresham, Fairview, Maywood Park, Troutdale, Springwater, and Wood Village. The City of Portland operates and maintains their own traffic signals and field devices.

Other Cities in Washington County

Description: In the Portland metropolitan area, Washington County operates and maintains the traffic signals and roadside devices for the following cities: Cornelius, Durham, Forest Grove, King City, Sherwood, Tigard, and Tualatin. The City of Beaverton and the City of Hillsboro operate and maintain the majority of their own traffic signals and field devices.

Other Emergency Management Agencies

Description: This stakeholder includes other agencies or companies that contribute to emergency management in the Portland metropolitan area. Examples include hospitals, the Red Cross, and emergency shelter sites (e.g. schools and churches). Regional hospitals include Doernbecher Children's Hospital, Eastmoreland Hospital, Kaiser Sunnyside Medical Center, Legacy Emanuel Hospital, Legacy Meridian Park Hospital, Legacy Mount Hood Medical Center, Oregon Health Sciences University and Hospital, Providence Milwaukie Hospital, Providence Portland Medical Center, Providence Saint Vincent Hospital, Tuality Community Hospital, Willamette Falls Hospital, and Woodland Park Hospital.

Port of Portland

Description: The Port manages the Portland International Airport (PDX) and the water terminals along the Willamette River in Portland as well as the cargo/shipping that travels through these facilities.

Portland Dispatch Center Consortium

Description: The PDCC includes the following 911 public safety dispatch centers: City of Portland's Bureau of Emergency Communications (BOEC), Port of Portland's Airport Communications Center (ACC), Clackamas County Central Communications (CCOM), Washington County Consolidated Communications Agency (WCCCA), Lake Oswego Communications (LOCOM), Clark Regional Emergency Services Agency (CRESA), and Columbia 911 Communications District (C911). The PDCC expects to become a legal entity in the Fall of 2005.

Portland State University

Description:

Special Event Promoters

Description: Includes the Rose Quarter, Portland International Raceway and Expo Center. These event venues regularly hold large events that impact traffic and are locations that currently share or could potentially use ITS and share infrastructure. Examples include ODOT posting advisory messages on dynamic message signs for the Rose Quarter. The Rose Quarter has access to ODOT and City of Portland cameras and also has a dynamic message sign that they use to post arrival times of TriMet MAX trains.

TransPort Committee

Description: The Transportation Portland (TransPort) Committee is a consortium of transportation agencies with the following mission: "To provide safe, efficient multi-modal travel in the Portland-Vancouver metropolitan area by using technology and public/private cooperation to integrate the operation of regional transportation facilities." TransPort partners include DOT's (ODOT, WSDOT, FHWA), Metro, TriMet, PSU, counties (Clackamas, Multnomah, and Washington), the City of Portland, and numerous other cities in the metropolitan area. The TransPort Committee was initially formed in 1993 and representatives from member agencies currently meet monthly to reach consensus on ITS deployment throughout the region. The TransPort Committee is also an official subcommittee of Metro's Transportation Policy Alternatives Committee (TPAC). The TransPort Architecture Subcommittee maintains this regional architecture.



Transportation Maintenance and Construction Agencies

Description: This stakeholder group includes all public transportation management agencies who provide maintenance and construction services on roadways.

Stakeholder

Stakeholders in this group:

- Oregon Department of Transportation
- City of Portland
- Multnomah County
- TriMet
- Clackamas County
- Washington County
- Port of Portland
- Other Cities in Multnomah County
- City of Gresham
- Other Cities in Clackamas County
- City of Beaverton
- Other Cities in Washington County
- City of Hillsboro
- City of Lake Oswego

TriMet

Description: Local Transit and Rail Authority.

Trucking Firms and Public Fleets

Description: This stakeholder is also included in the Oregon Statewide Architecture. Movement of freight in the Portland region is important to the economy. Portland State University is currently researching freight movement and ODOT is trying to limit freight delay to 90 minutes from border to border. This stakeholder includes the Oregon Trucking Associations (OTA), who has been serving the needs of the state's trucking industry for more than 50 years.

U.S. Coast Guard

Description: The U.S. Coast Guard plays an active role in bridge security along the Willamette and Columbia Rivers. This stakeholder is also included in the Oregon Statewide Architecture.

Users

Description: This includes any member of the traveling public that uses the transportation system.

Washington County

Description:

Washington State Department of Transportation

Description: WSDOT. The link between ODOT and WSDOT connects the Portland metro area to the Vancouver metro area.

APPENDIX E: STAKEHOLDER CHANGE LOG

Stakeholder Change Log for the TransPort Regional ITS Architecture

<i>Stakeholder</i>	<i>Changes Made</i>	<i>Notes</i>
911 - Clark County	Deleted.	VAST architecture will be maintained separately.
911 - Multnomah County	Deleted.	Included under description for new "Portland Dispatch Center Consortium" stakeholder.
911 - Washington County	Deleted.	Included under description for new "Portland Dispatch Center Consortium" stakeholder.
911 - Clackamas County	Deleted.	Included under description for new "Portland Dispatch Center Consortium" stakeholder.
BNSF-UP-P and W-W and P	Deleted.	Included under description for new "Commercial Rail Companies" stakeholder.
Amtrak	Added. The following description was included: "Amtrak provides two north-south routes (Amtrak Cascades and Coast Starlight) and one east-west route (Empire Builder) that pass through or terminate in the Portland metropolitan area. Amtrak is also included in the Oregon Statewide Architecture."	Replaces "High Speed Rail Operator".
Broadcast Media Companies	-	
City of Beaverton	-	
City of Camas	Deleted.	VAST architecture will be maintained separately.
City of Gresham	-	
City of Hillsboro	-	
City of Lake Oswego	Added.	Lake Oswego owns, operates, and maintains their own signals and roadway devices.
City of Portland	-	
City of Tigard	Deleted.	Washington County operates and maintains the City's signals and roadside devices.
City of Tualatin	Deleted.	Washington County operates and maintains the City's signals and roadside devices.
City of Vancouver	Deleted.	VAST architecture will be maintained separately.

Stakeholder	Changes Made	Notes
City of Wilsonville	The following description was added: "Wilsonville is included as a stakeholder since they own and operate the SMART transit service. They are also included under the "Other Cities in Clackamas County" stakeholder since all of the City's traffic signals and field devices are operated and maintained by Clackamas County."	
City Fire Departments	Added. The following description was included: "This stakeholder includes the following City Fire Departments: Cornelius, Forest Grove, Gladstone, Gresham, Hillsboro, Lake Oswego, Portland, and West Linn."	
City Police Departments	The description was modified to the following: "This stakeholder includes the following City Police Departments: Beaverton, Cornelius, Fairview, Forest Grove, Gladstone, Gresham, Hillsboro, King City, Lake Oswego, Milwaukie, Oregon City, Portland, Sherwood, Tigard, Troutdale, Tualatin, and West Linn."	
Clackamas County	-	
Clark County	Deleted.	VAST architecture will be maintained separately.
Commercial Salvage and Towing Operators	Added. The following description was included: "This stakeholder includes any commercial operators that provide salvage or towing operations for roadway incidents. This stakeholder is also included in the Oregon Statewide Architecture."	
County Fire Districts	Added. The following description was included: "This stakeholder includes Clackamas County Fire Districts, Multnomah County Rural Protection Fire Districts, Tualatin Valley Fire & Rescue Districts."	
County Offices of Emergency Management	The description was modified to the following: "This stakeholder includes Clackamas County Emergency Management, Multnomah County Emergency Management, and the Washington County Office of Consolidated Emergency Management (this includes Beaverton, Banks, Cornelius, Forest Grove, Hillsboro, King City, North Plains, Sherwood, Tigard, Tualatin and Washington County)."	
County Sheriff	Renamed "County Sheriff Offices". The description was modified to the following: "This includes the sheriff's offices for Clackamas County, Multnomah County, and Washington County."	

Stakeholder	Changes Made	Notes
CTRAN	Renamed "C-TRAN". The following description was added: "C-TRAN provides transit service in southwest Washington and also transports riders across the Columbia River into Oregon where they can transfer to the TriMet transit service. Although the C-TRAN architecture will be maintained with the VAST architecture, information flows between C-TRAN and TriMet are included in this architecture."	
Emergency Medical Service Providers	Added. The following description was included: "This stakeholder includes local companies/agencies that provide ambulance and medical response services in the Portland metropolitan area."	
Heavy Rail Operators	Added. The following description was included: "This includes Burlington Northern Santa Fe (BNSF) Railway, Union Pacific (UP) Railroad, Portland and Western Railroad (PNWR), and any other heavy rail companies in the Portland metropolitan area."	
High Speed Rail Operator	Deleted.	Replaced by "Amtrak".
Local ISP	Renamed "Local Information Service Providers".	
Local Public Agency Traveler Information Providers	Added. The following description was included: "This stakeholder group includes the counties, cities, and the Port of Portland who all provide or plan to provide jurisdiction specific traveler information. This does not include ODOT or TriMet who both provide traveler information that spans the entire Portland metropolitan region."	
Mayday Service Provider	The description was modified to the following: "Mayday service providers (e.g. GM's OnStar, ATX, AAA, RESCU) provide traveler assistance through an interface in personal vehicles."	
Media and Trans-Port	Deleted.	Redundant to "Broadcast Media Companies" stakeholder.
Metro	The following description was added: "Metro, the local metropolitan planning organization (MPO), is the directly elected regional government that serves more than 1.3 million residents in Clackamas, Multnomah and Washington counties, and the 25 cities in the Portland, Oregon, metropolitan area."	
Multnomah County	-	
National Oceanographic and Atmospheric Administration	Added. The following description was included: "The National Oceanographic and Atmospheric Administration (NOAA) National Weather Service plays a key role in weather reporting and forecasting events that impact surface transportation."	

Stakeholder	Changes Made	Notes
Oregon Department of Environmental Quality	Added. The following description was included: "The Oregon Department of Environmental Quality (DEQ) is a regulatory agency whose job is to protect the quality of Oregon's environment. DEQ is responsible for protecting and enhancing Oregon's water and air quality, for cleaning up spills and releases of hazardous materials, and for managing the proper disposal of hazardous and solid wastes."	
Oregon DOT (ODOT)	Renamed "Oregon Department of Transportation."	This is consistent with the statewide architecture.
Oregon Office of Emergency Management	Added. The following description was included: "The purpose of the Office of Emergency Management (OEM) is to execute the Governor's responsibilities to maintain an emergency services system as prescribed in ORS 401 by planning, preparing and providing for the prevention, mitigation and management of emergencies or disasters that present a threat to the lives and property of citizens of and visitors to the State of Oregon."	
Oregon State Police		
Other Cities in Clackamas County	The description was modified to the following: "In the Portland metropolitan area, Clackamas County operates and maintains the traffic signals and roadside devices for the following cities: Damascus, Gladstone, Happy Valley, Johnson City, Milwaukie, Oregon City, Rivergrove, West Linn, and Wilsonville. The City of Lake Oswego operates and maintains their own traffic signals and field devices."	The City of Sandy was not included in the description since it is outside the urban growth boundary.
Other Cities in Multnomah County	The description was modified to the following: "In the Portland metropolitan area, Multnomah County operates and maintains the traffic signals and field devices for the following cities: Gresham, Fairview, Maywood Park, Troutdale, Springwater, and Wood Village. The City of Portland operates and maintains their own traffic signals and roadside devices."	
Other Cities in Washington County	The description was modified to the following: "In the Portland metropolitan area, Washington County operates and maintains the traffic signals and field devices for the following cities: Cornelius, Durham, Forest Grove, King City, Sherwood, Tigard, and Tualatin. The City of Beaverton and the City of Hillsboro operate and maintain the majority of their own traffic signals and roadside devices."	The Cities of Banks and North Plains were not included in the description since it is outside the urban growth boundary.

Stakeholder	Changes Made	Notes
Other Emergency Management Agencies	Added. The following description was included: "This stakeholder includes other agencies or companies that contribute to emergency management in the Portland metropolitan area. Examples include hospitals, the Red Cross, and emergency shelter sites (e.g. schools and churches). Regional hospitals include Doernbecher Children's Hospital, Eastmoreland Hospital, Kaiser Sunnyside Medical Center, Legacy Emanuel Hospital, Legacy Meridian Park Hospital, Legacy Mount Hood Medical Center, Oregon Health Sciences University and Hospital, Providence Milwaukie Hospital, Providence Portland Medical Center, Providence Saint Vincent Hospital, Tuality Community Hospital, Willamette Falls Hospital, and Woodland Park Hospital."	
Police for Washington County Cities	Deleted.	Added to the description for the "City Police Departments" stakeholder.
Port of Portland	The description was modified to the following: "The Port manages the Portland International Airport (PDX) and the water terminals along the Willamette River in Portland as well as the cargo/shipping that travels through these facilities."	
Portland and Western Railroad	Deleted.	Included under description for new "Commercial Rail Companies" stakeholder.
Portland Dispatch Center Consortium	Added. The following description was included: "The PDCC includes the following 911 public safety dispatch centers: City of Portland's Bureau of Emergency Communications (BOEC), Port of Portland's Airport Communications Center (ACC), Clackamas County Central Communications (CCOM), Washington County Consolidated Communications Agency (WCCCA), Lake Oswego Communications (LOCOM), Clark Regional Emergency Services Agency (CRESA), and Columbia 911 Communications District (C911). The PDCC expects to become a legal entity in the Fall of 2005."	
Portland State University	-	
Public Media Organization	Deleted.	Redundant to "Broadcast Media Companies" stakeholder.
Regional Toll Authority	Deleted.	Metro will most likely be responsible for tolling throughout the region.
RTC	Deleted.	VAST architecture will be maintained separately.

Stakeholder	Changes Made	Notes
Special Event Promoters	Added. The following description was included: "Includes the Rose Quarter, Portland International Raceway and Expo Center. These event venues regularly hold large events that impact traffic and are locations that currently share or could potentially use ITS and share infrastructure. Examples include ODOT posting advisory messages on dynamic message signs for the Rose Quarter. The Rose Quarter has access to ODOT and City of Portland cameras and also has a dynamic message sign that they use to post arrival times of TriMet MAX trains."	
St. Vincents Hospital	Deleted.	Included under description for new "Other Emergency Management Agencies" stakeholder.
TransPort Committee	The description was modified to the following: "The Transportation Portland (TransPort) Committee is a consortium of transportation agencies with the following mission: "To provide safe, efficient multi-modal travel in the Portland-Vancouver metropolitan area by using technology and public/private cooperation to integrate the operation of regional transportation facilities." TransPort partners include DOT's (ODOT, WSDOT, FHWA), Metro, TriMet, PSU, counties (Clackamas, Multnomah, and Washington), the City of Portland, and numerous other cities in the metropolitan area. The TransPort Committee was initially formed in 1993 and representatives from member agencies currently meet monthly to reach consensus on ITS deployment throughout the region. The TransPort Committee is also an official subcommittee of Metro's Transportation Policy Alternatives Committee (TPAC). The TransPort Architecture Subcommittee maintains this regional architecture."	
Transportation Management Maintenance and Construction Agencies	Added. The following description was included: "This stakeholder group includes all public transportation management agencies who provide maintenance and construction services on roadways."	This was added so that it could be linked to generic inventory elements (i.e. "Maintenance and Construction Management", "Maintenance and Construction Vehicles".
Traveling Public	Deleted.	The traveling public was added to the description for the Users stakeholder.
TriMet	-	
Tri-Met IDP (Information Development & Publications)	Deleted.	Redundant to "TriMet" stakeholder.

Stakeholder	Changes Made	Notes
Trucking Firms and Public Fleets	Added. The following description was included: "This stakeholder is also included in the Oregon Statewide Architecture. Movement of freight in the Portland region is important to the economy. Portland State University is currently researching freight movement and ODOT is trying to limit freight delay to 90 minutes from border to border. This stakeholder includes the Oregon Trucking Associations (OTA), who has been serving the needs of the state's trucking industry for more than 50 years."	
U.S. Coast Guard	Added. The following description was added: "The U.S. Coast Guard plays an active role in bridge security along the Willamette and Columbia Rivers. This stakeholder is also included in the Oregon Statewide Architecture."	
Users	The following description was added: "This includes any member of the traveling public that uses the transportation system."	
Washington County	Deleted the description: "This includes Engineering and Maintenance Departments."	
Washington County Fire Districts	Deleted.	Added to the description for the "County Fire Districts" stakeholder.
Washington State Patrol	Deleted.	The traveling public was added to the description for the Users stakeholder.
WSDOT	Renamed "Washington State Department of Transportation." The following description was added: "WSDOT. The link between ODOT and WSDOT connects the Portland metro area to the Vancouver metro area."	

APPENDIX F: TURBO ARCHITECTURE INVENTORY REPORT

Inventory Report

10/28/2005 4:14:05PM



Stakeholder Inventory for Region TransPort Regional ITS Architecture

Amtrak

Element: Amtrak Operations

Status: Existing

Description: This element supports transit rail operations of Amtrak trains that travel through the Portland metropolitan region.

Mapped to Entity: Transit Management

Element: Amtrak Trains

Status: Existing

Description: Amtrak trains carry passengers between metropolitan areas around the country. Amtrak lines connect Portland to Vancouver, B.C., Los Angeles, and Chicago.

Mapped to Entity: Transit Vehicle Subsystem

Broadcast Media Companies

Element: Broadcast Media for Portland/Vancouver Area

Status: Existing

Description: This element represents systems that provide traffic reports, travel conditions, and other transportation-related news services to the traveling public through radio, TV, and other media.

Mapped to Entity: Media

City Fire Departments

Element: City Fire Vehicles

Status: Existing

Description: This includes fire vehicles for the following City Fire Departments: Cornelius, Forest Grove, Gladstone, Gresham, Hillsboro, Lake Oswego, Portland, and West Linn. Most city fire vehicles are equipped with emitters for traffic signal preemption and mobile data terminals.

Mapped to Entity: Emergency Vehicle Subsystem

City of Beaverton

Element: City of Beaverton Traffic Operations Center

Status: Planned

Description: A virtual TOC will be implemented at the City of Beaverton that provides desktop access to the City's traffic signals and field devices and the main TOC located at Washington County.

Mapped to Entity: Traffic Management

Project: Arterial Signal System

Element: City of Beaverton Traffic Signals and Field Devices

Status: Existing/Planned

Description: The City of Beaverton currently operates traffic signals, coordinated traffic signal systems, video detection, and red light photo enforcement cameras. Per the Washington County ITS Plan the City plans to add system detectors and CCTV cameras.

Mapped to Entity: Roadway Subsystem

Project: Arterial Signal System

City of Gresham

Element: City of Gresham Traffic Operations Center

Status: Programmed

Description: The City is currently setting up a space for a small TOC that would include one workstation, a SCATS adaptive signal server, and a large-screen television for use during normal weekday business hours to monitor/manage traffic signal operations and incidents or citizen complaints as they occur. A communications connection to the ODOT TMOC is anticipated by the end of 2006.

Mapped to Entity: Traffic Management

Element: City of Gresham Traffic Signals and Field Devices

Status: Existing/Planned

Description: The City currently operates traffic signals and coordinated traffic signal systems. The future may include the installation of CCTV cameras, arterial dynamic message signs, and weather stations.

Mapped to Entity: Roadway Subsystem

Project: Arterial Signal System

City of Hillsboro

Element: City of Hillsboro Traffic Operations Center

Status: Planned

Description: A virtual TOC will be implemented at the City of Hillsboro that provides desktop access to the City's traffic signals and field devices and the main TOC located at Washington County.

Stakeholder Inventory for Region TransPort Regional ITS Architecture*Element:* City of Hillsboro Traffic Operations Center*Status:* Planned*Description:* A virtual TOC will be implemented at the City of Hillsboro that provides desktop access to the City's traffic signals and field devices and the main TOC located at Washington County.*Mapped to Entity:* Traffic Management*Element:* City of Hillsboro Traffic Signals and Field Devices*Status:* Existing*Description:* The City of Hillsboro currently operates a number of traffic signals and coordinated traffic signal systems.*Mapped to Entity:* Roadway Subsystem*Project:* Arterial Signal System**City of Lake Oswego***Element:* City of Lake Oswego Traffic Signals and Field Devices*Status:* Existing*Description:* The City of Lake Oswego currently maintains and operates all traffic signals and coordinated traffic signal systems on non-state roadways in the City.*Mapped to Entity:* Roadway Subsystem*Project:* Arterial Signal System**City of Portland***Element:* City of Portland Aerial Tram*Status:* Programmed*Description:* An aerial tram line is currently being designed to connect OHSU to the South Waterfront area. Although this will be a short, fixed line that may not be suited for ITS devices/systems, the fare payment for the system may eventually be tied in to a regional smart card.*Mapped to Entity:* Transit Vehicle Subsystem*Element:* City of Portland Parking Management*Status:* Existing/Future*Description:* The City of Portland currently manages on-street metered parking facilities and seven Smart Park parking garages. Payment for on-street parking is collected electronically and payment at Smart Park garages is collected manually by gate operators or electronically for monthly pass holders. In the future a regional smart card may allow system users to electronically pay for parking and transit services anywhere in the metropolitan area.*Mapped to Entity:* Parking Management*Element:* City of Portland Streetcar Vehicles*Status:* Existing*Description:* The Streetcar provides service in downtown Portland and an extension to the South Waterfront Area is planned in the near future. Streetcar vehicles are equipped with GPS units used to automatically track the vehicle's location for traveler information dissemination and transit management.*Mapped to Entity:* Transit Vehicle Subsystem*Element:* City of Portland Traffic Operations Center*Status:* Existing*Description:* The TOC includes two workstations, five wall-mounted television displays, and the TranSuite central signal system server. It is operated during normal weekday business hours and is used to monitor/manage traffic signal operations and incidents or citizen complaints as they arise.*Mapped to Entity:* Traffic Management*Project:* Arterial Signal System*Mapped to Entity:* Traffic Management*Project:* ATIS Release 1*Element:* City of Portland Traffic Signals and Field Devices*Status:* Existing*Description:* The City of Portland operates traffic signals, coordinated traffic signal systems, video detection, system detectors, CCTV cameras, and arterial dynamic message signs. They also own NextBus dynamic message signs that are used at Streetcar stops to display arrival times.*Mapped to Entity:* Roadway Subsystem*Project:* Arterial Signal System*Element:* City of Portland Transit Operations and Dispatch Center*Status:* Existing*Description:* The City of Portland operates a maintenance and dispatch center to support its Streetcar services.*Mapped to Entity:* Transit Management**City of Wilsonville***Element:* City of Wilsonville SMART Fixed-Route Buses*Status:* Existing*Description:* SMART operates several fixed bus routes that serve Wilsonville and make connections to TriMet in Portland, Cherriots in Salem, and Canby Area Transit. The main transfer locations are: Commerce Circle, Tualatin Park and Ride, Barbur Boulevard Transit Center, Salem Transit Center, and Canby Transit Center.

Stakeholder Inventory for Region TransPort Regional ITS Architecture

Element: City of Wilsonville SMART Fixed-Route Buses *Status:* Existing

Description: SMART operates several fixed bus routes that serve Wilsonville and make connections to TriMet in Portland, Cherriots in Salem, and Canby Area Transit. The main transfer locations are: Commerce Circle, Tualatin Park and Ride, Barbur Boulevard Transit Center, Salem Transit Center, and Canby Transit Center.

Mapped to Entity: Transit Vehicle Subsystem

Element: City of Wilsonville SMART Paratransit Vehicles *Status:* Existing

Description: SMART operates a dial-a-ride service in addition to its fixed-route bus services.

Mapped to Entity: Transit Vehicle Subsystem

Element: City of Wilsonville SMART Transit Operations and Dispatch Center *Status:* Existing

Description: SMART manages the operations and provides the dispatch for its fixed-route bus and paratransit services.

Mapped to Entity: Transit Management

City Police Departments

Element: City Police Vehicles *Status:* Existing

Description: This includes police vehicles for the following City Police Departments: Beaverton, Cornelius, Fairview, Forest Grove, Gladstone, Gresham, Hillsboro, King City, Lake Oswego, Milwaukie, Oregon City, Portland, Sherwood, Tigard, Troutdale, Tualatin, and West Linn. Many police vehicles are equipped with mobile data terminals.

Mapped to Entity: Emergency Vehicle Subsystem

Clackamas County

Element: Clackamas County Traffic Operations Center *Status:* Existing

Description: The Clackamas County TOC currently consists of two workstations used by traffic engineering staff during normal weekday business hours to monitor/manage traffic as incidents or citizen complaints arise. The workstations include an interface to the ODOT TMOC and include connections to CCTV cameras and many of the traffic signals operated by the County.

Mapped to Entity: Traffic Management

Element: Clackamas County Traffic Signals and Field Devices *Status:* Existing/Programmed

Description: Clackamas County currently operates traffic signals, coordinated traffic signal systems, video detection, weather stations, and CCTV cameras. Per their ITS Plan they plan to install arterial dynamic message signs, system detectors, and railroad warning systems. In the future they may also add flood/slide monitoring/warning systems.

Mapped to Entity: Roadway Subsystem

Commercial Salvage and Towing Operators

Element: Commercial Salvage and Towing Vehicles *Status:* Existing

Description: This includes any vehicle used for salvage or towing operations for roadway incident management.

Mapped to Entity: Emergency Vehicle Subsystem

County Fire Districts

Element: County Fire Vehicles *Status:* Existing

Description: This includes the fire vehicles for the fire districts in Clackamas County, Multnomah County, and Washington County. Most county fire vehicles are equipped with emitters for traffic signal preemption and mobile data terminals.

Mapped to Entity: Emergency Vehicle Subsystem

County Offices of Emergency Management

Element: County Emergency Operations Centers *Status:* Existing

Description: This element includes emergency operations centers (EOC's) in Clackamas County, Multnomah County, and Washington County, which are co-located with the County 911 Dispatch Centers. This also includes alternate or back-up EOC's.

Mapped to Entity: Emergency Management

County Sheriff Offices

Element: County Sheriff Vehicles *Status:* Existing

Description: This includes the sheriff vehicles for the Sheriff's Offices in Clackamas County, Multnomah County, and Washington County. Many sheriff vehicles are equipped with mobile data terminals.

Mapped to Entity: Emergency Vehicle Subsystem

Stakeholder Inventory for Region TransPort Regional ITS Architecture**C-TRAN***Element:* C-TRAN Transit Operations and Dispatch Center*Status:* Existing*Description:* Flows between C-TRAN Transit Operations and Dispatch and TriMet Operations and Dispatch provide the transit management link between the Portland (TransPort) and Vancouver (VAST) regional architectures.*Mapped to Entity:* Transit Management**Emergency Medical Service Providers***Element:* Ambulances*Status:* Existing*Description:* This element includes ambulances operated by both public agencies (e.g. fire departments) and private companies (e.g. American Medical Response).*Mapped to Entity:* Emergency Vehicle Subsystem**Heavy Rail Operators***Element:* Heavy Rail Operations*Status:* Existing*Description:* This element is roughly the equivalent to a traffic operations center and is the source and destination of information that can be used to coordinate rail and highway traffic management and maintenance operations.*Mapped to Entity:* Rail Operations*Element:* Heavy Rail Wayside Equipment*Status:* Existing*Description:* This element represents train interface equipment (usually) maintained and operated by the railroad and (usually) physically located at or near a grade crossing. This is the source and destination for highway-rail intersection (HRI) information for, or about, approaching trains and their crews (e.g. the time at which the train will arrive and the time it will take to clear a crossing, crossing status or warnings, etc.). Generally one wayside equipment interface would be associated with one highway rail intersection. However, multiple crossings may be controlled using information based on data from one wayside equipment interface.*Mapped to Entity:* Wayside Equipment**Local Information Service Providers***Element:* Yellow Pages Service Providers*Status:* Existing*Description:* This element represents the individual organizations that provide any service oriented towards the traveler. Example services that could be included are gas, food, lodging, vehicle repair, points of interest, and recreation areas. Also included are services specifically directed toward bicyclists and pedestrians such as bicycle shops and parking locations and bicycle and pedestrian rest areas. The service providers may pay a fee to have their services advertised to travelers. The interface with the service provider is necessary so that accurate, up-to-date service information can be provided to the traveler and to support electronic reservation capabilities included in the ITS user services. This element is included in the Oregon Statewide Architecture.*Mapped to Entity:* Information Service Provider*Mapped to Entity:* Yellow Pages Service Providers **Local Public Agency Traveler Information Providers**Stakeholders in this group:

City of Portland
 Multnomah County
 Clackamas County
 Washington County
 Port of Portland
 Other Cities in Multnomah County
 City of Gresham
 Other Cities in Clackamas County
 City of Beaverton
 Other Cities in Washington County
 City of Hillsboro
 City of Lake Oswego

Element: Local Agency Websites*Status:* Existing*Description:* This includes any public agency website that includes traveler information that mostly pertains to a single geographic area within the region. Ideally these websites include links to regional traveler information websites (TripCheck and TriMet) and may possibly include links to other local agencies.*Mapped to Entity:* Information Service Provider

Stakeholder Inventory for Region TransPort Regional ITS Architecture**Mayday Service Provider***Element:* Mayday Service Centers*Status:* Existing*Description:* Mayday services (e.g. GM's OnStar, AAA, ATX, RESCU) provide traveler assistance via communications between a service center and a vehicle.*Mapped to Entity:* Emergency Management**Metro***Element:* Toll Administration*Status:* Future*Description:* Tolling may be added to some regional roadways in the future for transportation demand management purposes.*Mapped to Entity:* Toll Administration*Element:* Toll Plazas*Status:* Future*Description:* Tolling may be added to some regional roadways in the future for transportation demand management purposes.*Mapped to Entity:* Toll Collection**Multnomah County***Element:* Multnomah County Bridge Operations Centers*Status:* Existing*Description:* Multnomah County operates and maintains all of the Willamette River bridges within the county. Some of the bridges include lift systems, gates, security surveillance, and bridge operators.*Mapped to Entity:* Roadway Subsystem*Mapped to Entity:* Security Monitoring Subsystem*Mapped to Entity:* Traffic Management*Element:* Multnomah County Incident Response Vehicles*Status:* Existing*Description:* Multnomah County has three vehicles available for incident response. They are only used as needed and are not used to continuously patrol County roadways.*Mapped to Entity:* Emergency Vehicle Subsystem*Element:* Multnomah County Traffic Operations Center*Status:* Programmed*Description:* A virtual TOC will be implemented at Multnomah County that provides desktop access to the County's traffic signals and field devices and central signal system servers (City of Portland's TranSuite, City of Gresham's SCATS Adaptive).*Mapped to Entity:* Traffic Management*Element:* Multnomah County Traffic Signals and Field Devices*Status:* Existing/Planned*Description:* Multnomah County currently operates traffic signals and coordinated traffic signal systems. The future may include CCTV cameras, flood/slide monitoring systems, and weather stations.*Mapped to Entity:* Roadway Subsystem**National Oceanographic and Atmospheric Administration***Element:* NOAA National Weather Service*Status:* Existing*Description:* The National Weather Service provides current weather conditions, forecasts, and warnings throughout the entire country and has a field office in Portland.*Mapped to Entity:* Weather Service**Oregon Department of Environmental Quality***Element:* Emissions Management*Status:* Existing*Description:* DEQ operates a Vehicle Inspection Program (VIP) in the Portland area. Vehicles are the number one source of air pollution in Oregon. Emissions lead to high smog and carbon monoxide levels, which can have a variety of effects on Oregonians. The VIP is a successful, cost-effective way to reduce air pollution and maintain the quality of Oregon's air. DEQ also issues Clean Air Action Days to encourage people to reduce air pollution such as driving less or taking public transportation.*Mapped to Entity:* Emissions Management**Oregon Department of Transportation***Element:* 511 Traveler Information Phone Number*Status:* Existing

Stakeholder Inventory for Region TransPort Regional ITS Architecture

Element: 511 Traveler Information Phone Number *Status:* Existing

Description: 511 has been designated by the Federal Communications Commission as the state-by-state, three-digit traveler information phone number. The old ODOT toll-free telephone traveler information number (1-800-977-6368) was converted to 511 in late 2003. The conversion allows travelers who have access to a touchtone phone anywhere within Oregon to dial 511 and obtain current road conditions throughout the state.

Mapped to Entity: Information Service Provider

Element: ODOT COMET Freeway Service Patrol Vehicles *Status:* Existing

Description: Corridor ManagEment Teams (COMET) incident response vehicles are equipped with flat tire repair gear, gasoline, jumper cables, water, and other essentials for rescuing disabled vehicles and getting them on the road again. They are also equipped with automated vehicle locators. ODOT is exploring the possibility of providing streaming video from the Terwilliger curvers to COMET vehicles. COMET vehicles currently patrol I-5, I-405, I-205, I-84, US 26, and OR 217. They are also available for use on state arterial highways.

Mapped to Entity: Emergency Vehicle Subsystem *Project:* ATMS Release 2

Element: ODOT HazMat Vehicles *Status:* Existing

Description: These vehicles are used for HazMat clean-up when needed for a roadway incident.

Mapped to Entity: Emergency Vehicle Subsystem

Element: ODOT Interstate 5 Bridge Operations Center *Status:* Existing

Description: The I-5 Bridge spans the Columbia River between Portland and Vancouver. Equipment on the bridge (recently upgraded in 2004/2005) includes a lift system, gates, cameras for traffic management and security surveillance, intrusion detectors, and a fiber optic connection between ODOT and WSDOT. The bridge also houses a small operations center solely dedicated to bridge operations.

Mapped to Entity: Roadway Subsystem

Mapped to Entity: Security Monitoring Subsystem

Mapped to Entity: Traffic Management

Element: ODOT Traffic Management Operations Center *Status:* Existing

Description: The TMOC operates 24 hours a day, seven days a week and provides traffic management for recurring and non-recurring events on the ODOT Region 1 roadways throughout the Portland metropolitan region and is the primary ODOT contact point when incidents occur. Operators at the TMOC provide a multitude of tasks in the areas of monitoring, traffic control, dispatching, coordination, and documentation. Operators monitor CCTV cameras, system detectors, and radios (ODOT, OSP, Portland Police Bureau, and other emergency services) for abnormal events/incidents. They activate traffic control/information devices such as dynamic message signs and ramp meters. They may eventually implement coordinated traffic signal timing plans designed for incident conditions. Operators dispatch the ODOT COMET incident responders, ODOT HazMat responders, and the ODOT District 2B Maintenance Crew. They advise and coordinate with ODOT personnel, other transportation management agencies, emergency management agencies, and the media. Operators also log/supplement reports of incidents in the TransPort ATMS software.

Mapped to Entity: Emergency Management *Project:* ATIS Release 1

Mapped to Entity: Emergency Management *Project:* ATMS Release 2

Mapped to Entity: Traffic Management *Project:* ATIS Release 1

Mapped to Entity: Traffic Management *Project:* ATMS Release 2

Element: ODOT Traffic Signals and Field Devices *Status:* Existing/Programmed

Description: ODOT currently operates traffic signals, coordinated traffic signal systems, ramp meters, system detectors/automatic traffic recorders, CCTV cameras, and dynamic message signs. Although ODOT has primarily deployed ITS field devices on their freeways they recently finished an ITS plan that includes the deployment of field devices on their arterial highways.

Mapped to Entity: Roadway Subsystem *Project:* ATMS Release 2

Element: ODOT Transportation Operations Centers *Status:* Existing

Description: ODOT has other regional TOC's throughout Oregon in Salem, Bend, and Medford. ODOT is currently working on a Traffic Operations Center Software (TOCS) project that will standardize the software used at each TOC and provide interoperability between the centers.

Mapped to Entity: Traffic Management

Element: TripCheck *Status:* Existing

Stakeholder Inventory for Region TransPort Regional ITS Architecture*Element:* TripCheck*Status:* Existing*Description:* The statewide TripCheck website (www.tripcheck.com) is the central location for obtaining traveler information in the Portland metropolitan area. Additional links to other agencies' information, cameras, and websites will be added in the future.*Mapped to Entity:* Information Service Provider*Project:* ATMS Release 2**Oregon Office of Emergency Management***Element:* Statewide Emergency Services System*Status:* Existing*Description:* This system includes emergency planning, preparedness, response and recovery and involves numerous state and local emergency services agencies and organizations.*Mapped to Entity:* Emergency Management**Oregon State Police***Element:* Oregon State Police Dispatch Center*Status:* Existing*Description:**Mapped to Entity:* Emergency Management*Element:* Oregon State Police Vehicles*Status:* Existing*Description:**Mapped to Entity:* Emergency Vehicle Subsystem**Other Cities in Clackamas County***Element:* Other Cities in Clackamas County Traffic Operations Centers*Status:* Planned*Description:* Virtual TOC's will be implemented at cities within Clackamas County that provide desktop access to the field devices connected to the main TOC located at the County.*Mapped to Entity:* Traffic Management*Element:* Other Cities in Clackamas County Traffic Signals and Field Device*Status:* Existing/Planned*Description:* Clackamas County currently operates City-owned traffic signals, coordinated traffic signal systems, and video detection for this stakeholder. Per the Clackamas County ITS Plan, CCTV cameras are also planned for installation at key locations within the cities.*Mapped to Entity:* Roadway Subsystem**Other Cities in Multnomah County***Element:* Other Cities in Multnomah County Traffic Operations Centers*Status:* Planned*Description:* Virtual TOC's will be implemented at cities within Multnomah County that provide desktop access to the field devices connected to the main TOC located at the County.*Mapped to Entity:* Traffic Management*Element:* Other Cities in Multnomah County Traffic Signals and Field Device*Status:* Existing*Description:* Multnomah County currently operates City-owned traffic signals and coordinated traffic signal systems for this stakeholder.*Mapped to Entity:* Roadway Subsystem**Other Cities in Washington County***Element:* Other Cities in Washington County Traffic Operations Centers*Status:* Planned*Description:* Virtual TOC's will be implemented at cities within Washington County that provide desktop access to the field devices connected to the main TOC located at the County.*Mapped to Entity:* Traffic Management*Project:* Arterial Signal System*Element:* Other Cities in Washington County Traffic Signals and Field Device*Status:* Existing*Description:* Washington County currently operates City-owned traffic signals and coordinated traffic signal systems for this stakeholder.*Mapped to Entity:* Roadway Subsystem*Project:* Arterial Signal System**Other Emergency Management Agencies***Element:* Other Emergency Management Operations*Status:* Existing

Stakeholder Inventory for Region TransPort Regional ITS Architecture*Element:* Other Emergency Management Operations*Status:* Existing

Description: This element supports emergency operations not typically covered by 911 centers, EOC's, police, fire, and ambulances. It supports projects that integrate information sharing between ambulances en-route to hospitals. It supports coordination with the Red Cross and emergency shelters during regional emergencies or evacuations.

Mapped to Entity: Other Emergency Management**Port of Portland***Element:* Port of Portland Airport Communications Center*Status:* Existing

Description: The ACC includes four workstations (each with approximately 10 monitors) as well as several overhead television monitors. It operates 24 hours a day, seven days a week and is typically staffed by two to three personnel. Primary responsibilities include emergency and non-emergency call-taking, dispatching (police, fire, medical, maintenance, and operations personnel), and monitoring of the CCTV camera system, fire alarm system, and the access control system. When the Port installs new roadway dynamic message signs the ACC will likely operate the signs.

Mapped to Entity: Emergency Management*Project:* ATIS Release 1*Mapped to Entity:* Traffic Management*Project:* ATIS Release 1*Element:* Port of Portland Airport Emergency Vehicles*Status:* Existing

Description: The Port has its own fire department (dispatched by Portland BOEC 911) and police (dispatched by the Port). Port of Portland dispatches everything for aircraft.

Mapped to Entity: Emergency Vehicle Subsystem*Element:* Port of Portland Airport Field Devices*Status:* Existing/Planned

Description: The Port currently operates CCTV cameras, count stations, and highway advisory radio. Although the Port also currently operates one dynamic message sign it is only used for general customer information. The Port plans to install a number of dynamic message signs along the roadway within the next five years. The Port may install "next bus" signs to provide parking shuttle bus arrival information. The Port also may include weather sensors and automated deicing equipment on the ramps of its planned long-term parking garage (P2). The Port plans to install information kiosks with links to real-time information sources such as TripCheck.

Mapped to Entity: Information Service Provider*Mapped to Entity:* Remote Traveler Support*Mapped to Entity:* Roadway Subsystem*Element:* Port of Portland Airport Parking Management*Status:* Existing/Programmed

Description: The Port manages their parking lots (short-term, long-term, and economy) with an electronic system that allows payment by credit in-credit out or by pay-on-foot (cash or credit). This system provides paid tickets that are used by drivers at the exit toll plazas. The Port currently has a parking wayfinding system for the short-term parking garage that indicates if each parking level is full or open. They plan to expand this system to provide wayfinding to individual spaces on each level. They also plan to install dynamic message signs along the roadway that specifically indicate how many spaces are available in each parking lot/garage.

Mapped to Entity: Parking Management*Project:* ATIS Release 1*Element:* Port of Portland Airport Parking Shuttle Buses*Status:* Existing

Description: The Port operates shuttle buses between the main terminal and several parking lots (economy red and blue, long-term, and employee). These buses may be equipped with GPS in the future to provide next bus arrival information to travelers and to help manage the fixed space at the terminal for bus pick-up.

Mapped to Entity: Transit Vehicle Subsystem*Element:* Port of Portland Data Mart*Status:* Existing

Description: The Port currently archives their data from field device/systems (e.g. count stations, parking systems) on a server at the Port.

Mapped to Entity: Archived Data Management Subsystem**Portland Dispatch Center Consortium***Element:* 911 Dispatch Centers*Status:* Existing

Description: The seven main 911 public safety dispatch centers include: City of Portland's Bureau of Emergency Communications (BOEC), Port of Portland's Airport Communications Center (ACC), Clackamas County Central Communications (CCOM), Washington County Consolidated Communications Agency (WCCCA), Lake Oswego Communications (LOCOM), Clark Regional Emergency Services Agency (CRESA), and Columbia 911 Communications District (C911).

Mapped to Entity: Emergency Management

Stakeholder Inventory for Region TransPort Regional ITS Architecture*Element:* PDCC Message Broker*Status:* Programmed

Description: The main purpose of the message broker is to provide CAD system interoperability and an interface between the seven main dispatch centers that make up the PDCC. This system will also provide system interfaces with other regional agencies such as ODOT and OSP for the purpose of managing roadway incidents. This message broker will be a push only system that allows information to flow from one agency to other pre-designated agencies depending on the information type. Subscribers will not be able to extract information from the broker.

Mapped to Entity: Emergency Management*Element:* PDCC Mobile Dispatch Center*Status:* Programmed

Description: The mobile dispatch center will provide a means for conducting emergency operations and management from a remote location.

Mapped to Entity: Emergency Management**Portland State University***Element:* Portland State University PORTAL Data Warehouse*Status:* Existing/Programmed

Description: The Portland Oregon Regional Transportation Archive Listing (PORTAL) is the data warehouse for transportation operations and management data in the Portland metropolitan area. PORTAL currently archives freeway detector loop data from ODOT, traffic signal data from the City of Portland TranSuite Central Signal System, and weather data. Portland State University is closely working with other stakeholders in the region to expand the system to include more archives.

Mapped to Entity: Archived Data Management Subsystem**Special Event Promoters***Element:* Special Event Promoters*Status:* Existing

Description: This element represents events that may impact travel on roadways or other modal means. Examples include sporting events, conventions, motorcades/parades, and public/political events. These promoters interface to the ITS to provide event information such as date, time, estimated duration, location, and any other information pertinent to traffic movement in the surrounding area.

Mapped to Entity: Event Promoters*Element:* Special Event Promoters Field Devices*Status:* Existing

Description: This element includes any field devices (e.g. dynamic message signs, CCTV cameras) that can be used to manage travelers or provide traveler information. The Rose Garden currently has a dynamic message sign outside the arena that is used to post information about TriMet MAX train arrivals and departures.

Mapped to Entity: Remote Traveler Support**TransPort Committee***Element:* TATII Message Broker*Status:* Programmed

Description: The TransPort Advanced Traveler Information Implementation (TATII) will collect, process, store, and disseminate transportation information to regional agencies and private information service providers. This system will allow agencies to post information to the broker about roadways, construction, parking, special events, road closures, etc. and will allow subscribers to retrieve information from the broker. Some public agency information will not be accessible to private information service providers for security reasons.

Mapped to Entity: Information Service Provider **Transportation Maintenance and Construction Agencies**

Stakeholder Inventory for Region TransPort Regional ITS Architecture

Stakeholders in this group:

Oregon Department of Transportation
 City of Portland
 Multnomah County
 TriMet
 Clackamas County
 Washington County
 Port of Portland
 Other Cities in Multnomah County
 City of Gresham
 Other Cities in Clackamas County
 City of Beaverton
 Other Cities in Washington County
 City of Hillsboro
 City of Lake Oswego

Element: Maintenance and Construction Management *Status:* Existing
Description: This element includes all management of roadway maintenance and construction activities in the Portland metropolitan area by ODOT, the counties, the cities, the Port, and TriMet.
Mapped to Entity: Maintenance and Construction Management
Mapped to Entity: Traffic Management

Element: Maintenance and Construction Vehicles *Status:* Existing/Planned
Description: This element includes all maintenance and construction vehicles owned and operated by ODOT, the counties, the cities, the Port, and TriMet. These vehicles are not currently outfitted with any intelligent transportation systems but it is very likely in the next 10 years that these vehicles will be equipped with GPS or automated vehicle location tracking devices.
Mapped to Entity: Emergency Vehicle Subsystem
Mapped to Entity: Maintenance and Construction Vehicle

TriMet

Element: TriMet Commuter Rail *Status:* Programmed
Description: A 15-mile commuter rail line is currently under design and will run between Beaverton and Wilsonville. Service will be operated by P&W Operators and the Operations Center will be located in Utah. Automated vehicle locators are not currently planned to be installed on the trains.
Mapped to Entity: Transit Vehicle Subsystem

Element: TriMet Enterprise Data Mart *Status:* Existing
Description: This system archives bus and rail operations and dispatch data.
Mapped to Entity: Archived Data Management Subsystem *Project:* Tri-Met 5 Year Plan

Element: TriMet Field Devices *Status:* Existing
Description: This element includes train sensors (these are used to request preempt at traffic signals and provide schedule adherence information), transit tracker real-time customer information displays (these provide static and real-time information), transit tracker phone system (provides static and real-time information), transit tracker PDA system, CCTV cameras, ticket vending machines, and customer information kiosks (these may eventually be phased out).
Mapped to Entity: Remote Traveler Support
Mapped to Entity: Wayside Equipment

Element: TriMet Fixed-Route Buses *Status:* Existing
Description: Fixed-route buses provide service throughout the Portland metropolitan area, except for the City of Wilsonville where SMART provides service. A typical bus includes a number of systems: radio, voice, wi-fi 802.11, automated vehicle location devices, video surveillance, passenger counting, automated stop announcements, silent alarms, other data collection, and communications to wayside devices (transit signal priority). These systems collect, manage, and disseminate transit-related information to the driver, operations and maintenance personnel, and transit system patrons.
Mapped to Entity: Transit Vehicle Subsystem *Project:* Tri-Met 5 Year Plan
Mapped to Entity: Vehicle *Project:* Tri-Met 5 Year Plan

Element: TriMet LIFT/ATP Paratransit Vehicles *Status:* Existing

Stakeholder Inventory for Region TransPort Regional ITS Architecture*Element:* TriMet LIFT/ATP Paratransit Vehicles*Status:* Existing

Description: TriMet's LIFT Program is a shared-ride public transportation service for people who are unable to use buses or MAX due to a disability or disabling health condition. Paratransit vehicles are equipped with automated vehicle locators that include functionality such as silent alarms.

Mapped to Entity: Transit Vehicle Subsystem

Element: TriMet MAX Trains*Status:* Existing/Programmed

Description: TriMet currently has three MAX lines: Blue (Hillsboro/City Center/Gresham), Red (Beaverton/City Center/Airport), and Yellow (City Center/Expo Center). Two new lines are programmed and expected to be operational by 2009: downtown Portland transit mall and I-205. An additional line from downtown Portland to Milwaukie is planned after the completion of the downtown and I-205 lines.

Mapped to Entity: Transit Vehicle Subsystem

Element: TriMet Parking Management*Status:* Planned

Description: TriMet plans to provide wayfinding and traveler information for their park and ride facilities.

Mapped to Entity: Parking Management

Element: TriMet Security Surveillance*Status:* Existing

Description: TriMet uses a number of cameras to monitor security on buses and MAX trains and at transit centers, MAX stations, and park and rides. TriMet also uses intrusion detectors/alarms in their tunnel, at substations, and other facilities.

Mapped to Entity: Security Monitoring Subsystem

Element: TriMet Supervisory Vehicles*Status:* Existing

Description: This element includes both bus and rail supervisory vehicles. These vehicles respond to incidents or equipment failures involving TriMet buses (fixed-route or paratransit) and MAX trains.

Mapped to Entity: Emergency Vehicle Subsystem

Element: TriMet Transit Operations and Dispatch Centers*Status:* Existing

Description: TriMet operates a number of dispatch and operations centers to support their rail, fixed-route bus, and paratransit services. There are three rail operations centers: Ruby Junction (main center), Elmonica (no dispatch), and Washington Park (emergency center). The fixed route buses are dispatched from Ruby Junction and all three garages have separate operations centers: Powell, Merlo, and Center. Paratransit has three operations centers: Nela (main center), Powell, and Merlo.

Mapped to Entity: Emergency Management

Mapped to Entity: Transit Management

Element: TriMet Website*Status:* Existing

Description: The website (www.trimet.org) includes both static and real-time traveler information. Static information includes maps, schedules, fares, park and ride locations, etc. Real-time information includes transit arrival times by route and stop location. The website also features an interactive trip planner.

Mapped to Entity: Information Service Provider

Project: Tri-Met 5 Year Plan

Trucking Firms and Public Fleets*Element:* Commercial Vehicles*Status:* Existing

Description: This element may provide two-way communications between the commercial vehicle drivers, their fleet managers, attached freight equipment, and roadside officials, and provides HazMat response teams with timely and accurate cargo contents information after a vehicle incident. It may provide the capability to collect and process vehicle and cargo information from the attached freight equipment, and driver safety data and status and alert the driver whenever there is a potential safety or security problem. Basic identification, security and safety status data are may be supplied to inspection facilities at mainline speeds. In addition, this element may automatically collect and record mileage, fuel usage, and border crossings.

Mapped to Entity: Commercial Vehicle Subsystem

U.S. Coast Guard*Element:* U.S. Coast Guard*Status:* Existing

Description: The U.S. Coast Guard is responsible for handling emergency management on the Willamette and Columbia Rivers. This is critical to the surface transportation system when bridges are involved.

Mapped to Entity: Other Emergency Management

Stakeholder Inventory for Region TransPort Regional ITS Architecture

Users

Element: Personal Vehicles (Public at Large) *Status:* Existing

Description: A general element that represents personal automobiles and fleet vehicles that include ITS safety, navigation and traveler information systems that may be applicable to any highway vehicle.

Mapped to Entity: Vehicle

Element: User Devices *Status:* Existing

Description: User devices refer to equipment an individual owns and can personalize with their choices for information about transportation networks. Examples include Internet-connected personal computers, landline telephones, mobile phones, pagers, and personal digital assistants (PDA's). Technology for these types of devices continues to rapidly change and improve.

Mapped to Entity: Personal Information Access

Washington County

Element: Washington County Traffic Operations Center *Status:* Programmed

Description: Washington County has a dedicated room they are planning to convert to a TOC that will initially consist of one or two workstations and a central signal system server with real-time access to field devices. The TOC will be operated during normal weekday business hours and will provide traffic engineers/technicians the capability to monitor/manage traffic signal operations and incidents or citizen complaints as they arise.

Mapped to Entity: Traffic Management *Project:* Arterial Signal System

Element: Washington County Traffic Signals and Field Devices *Status:* Existing/Programmed

Description: Washington County currently operates traffic signals, coordinated traffic signal systems, and video detection. The County's ITS Plan includes the addition of CCTV cameras, system detectors, and weather stations.

Mapped to Entity: Roadway Subsystem *Project:* Arterial Signal System

Washington State Department of Transportation

Element: WSDOT Regional Traffic Operations Center *Status:* Existing

Description: Flows between the WSDOT Regional TOC and the ODOT TMOC provide the transportation management link between the Portland (TransPort) and Vancouver (VAST) regional architectures.

Mapped to Entity: Traffic Management

APPENDIX G: INVENTORY CHANGE LOG

Inventory Change Log for the TransPort Regional ITS Architecture

Stakeholder	Elements	Changes Made	Notes
911 - Clackamas County	Clackamas County 911 - EMC	Deleted.	Included under "911 Dispatch Centers".
	Clackamas County Fire Vehicles	Deleted.	Included under "County Fire Vehicles".
	Clackamas County Sheriff Vehicles	Deleted.	Included under "County Sheriff Vehicles".
911 - Clark County	Clark County 911 - EMC	Deleted.	Included under "911 Dispatch Centers".
	Clark County Fire Districts Vehicles	Deleted.	VAST architecture will be maintained separately.
	Clark County Sheriff Vehicles	Deleted.	VAST architecture will be maintained separately.
911 - Multnomah County	Multnomah County 911 - EMC	Deleted.	Included under "911 Dispatch Centers".
	Multnomah County Fire Districts Vehicles	Deleted.	Included under "County Fire Vehicles".
	Multnomah County Sheriff Vehicles	Deleted.	Included under "County Sheriff Vehicles".
911 - Washington County	Washington County 911 - (WCCCA)	Deleted.	Included under "911 Dispatch Centers".
	Washington County Sheriff Vehicles	Deleted.	Included under "County Sheriff Vehicles".
	Police Vehicles for Washington County Cities	Deleted.	Included under "City Police Vehicles".
Amtrak	High Speed Rail (Eugene - Seattle)	Deleted.	Replaced by "Amtrak Operations".
	Amtrak Operations	Added as Planned (Transit Management). The following description was included: "This element supports transit rail operations of Amtrak trains that travel through the Portland metropolitan region."	Replaces "High Speed Rail (Eugene-Seattle)".
	Amtrak Trains	Added as Planned (Transit Vehicle Subsystem). The following description was included: "Amtrak trains carry passengers between metropolitan areas around the country. Amtrak lines connect Portland to Vancouver, B.C., Los Angeles, and Chicago."	
Broadcast Media Companies	Broadcast Media for Portland/Vancouver Area	The following description was added: "This element represents systems that provide traffic reports, travel conditions, and other transportation-related news services to the traveling public through radio, TV, and other media."	
City Fire Departments	City Fire Vehicles	Added as Existing (Emergency Vehicle Subsystem). The following description was included: "This includes fire vehicles for the following City Fire Departments: Cornelius, Forest Grove, Gladstone, Gresham, Hillsboro, Lake Oswego, Portland, and West Linn. Most city fire vehicles are equipped with emitters for traffic signal preemption and mobile data terminals."	

Stakeholder	Elements	Changes Made	Notes
City of Beaverton	City of Beaverton TOC	Renamed "City of Beaverton Traffic Operations Center". The following description was added: "A virtual TOC will be implemented at the City of Beaverton that provides desktop access to the City's traffic signals and field devices and the main TOC located at Washington County."	
	City of Beaverton Traffic Signals and Roadside Devices	Renamed "City of Beaverton Traffic Signals and Field Devices". Changed from Planned to Existing/Planned. The description was modified to the following: "The City of Beaverton currently operates traffic signals, coordinated traffic signal systems, video detection, and red light photo enforcement cameras. Per the Washington County ITS Plan the City plans to add system detectors and CCTV cameras."	
City of Camas	Camas Traffic Signals and Roadside Devices	Deleted.	VAST architecture will be maintained separately.
	City of Camas TOC	Deleted.	VAST architecture will be maintained separately.
City of Gresham	City of Gresham TOC	Renamed "City of Gresham Traffic Operations Center". Changed from Existing to Programmed. Removed mapping to Emissions Management Subsystem. The following description was added: "The City is currently setting up a space for a small TOC that would include one workstation, a SCATS adaptive signal server, and a large-screen television for use during normal weekday business hours to monitor/manage traffic signal operations and incidents or citizen complaints as they occur. A communications connection to the ODOT TMOC is anticipated by the end of 2006."	
	City of Gresham Traffic Signals and Roadside Devices	Renamed "City of Gresham Traffic Signals and Field Devices". Changed from Existing to Existing/Planned. The following description was added: "The City currently operates traffic signals and coordinated traffic signal systems. The future may include the installation of CCTV cameras, arterial dynamic message signs, and weather stations."	
City of Hillsboro	City of Hillsboro Traffic Operations Center	Added as Planned (Traffic Management Subsystem). The following description was included: "A virtual TOC will be implemented at the City of Hillsboro that provides desktop access to the City's traffic signals and field devices and the main TOC located at Washington County."	
	City of Hillsboro Traffic Signals and Roadside Devices	Renamed "City of Hillsboro Traffic Signals and Field Devices". Changed from Planned to Existing. The following description was added: "The City of Hillsboro currently operates a number of traffic signals and coordinated traffic signal systems."	

Stakeholder	Elements	Changes Made	Notes
City of Lake Oswego	City of Lake Oswego Traffic Signals and Field Devices	Added as Existing (Roadway Subsystem). The following description was included: "The City of Lake Oswego currently maintains and operates all traffic signals and coordinated traffic signal systems on non-state roadways in the City."	
City of Portland	City of Portland TOC	Renamed "City of Portland Traffic Operations Center". Removed mapping to the Emissions Management Subsystem and the Traveler Terminator. The following description was added: "The TOC includes two workstations, five wall-mounted television displays, and the TranSuite central signal system server. It is operated during normal weekday business hours and is used to monitor/manage traffic signal operations and incidents or citizen complaints as they arise."	
	City of Portland TOC Kiosks	Deleted.	
	City of Portland Traffic Signals and Roadside Devices	Renamed "City of Portland Traffic Signals and Field Devices". The following description was added: "The City of Portland operates traffic signals, coordinated traffic signal systems, video detection, system detectors, CCTV cameras, and arterial dynamic message signs. They also own NextBus dynamic message signs that are used at Streetcar stops to display arrival times."	
	City of Portland Parking Management	Changed from Planned to Existing/Future. The description was modified to the following: "The City of Portland currently manages on-street metered parking facilities and seven Smart Park parking garages. Payment for on-street parking is collected electronically and payment at Smart Park garages is collected manually by gate operators or electronically for monthly pass holders. In the future a regional smart card may allow system users to electronically pay for parking and transit services anywhere in the metropolitan area."	
	Portland Street Car Operations Center	Renamed "City of Portland Transit Operations and Dispatch Center". The description was replaced with the following: "The City of Portland operates a maintenance and dispatch center to support its Streetcar services."	
	Portland Street Car Vehicles	Renamed "City of Portland Streetcar Vehicles". The description was modified to the following: "The Streetcar provides service in downtown Portland and an extension to the South Waterfront Area is planned in the near future. Streetcar vehicles are equipped with GPS units used to automatically track the vehicle's location for traveler information dissemination and transit management."	

Stakeholder	Elements	Changes Made	Notes
City of Portland	City of Portland Aerial Tram	Added as Programmed (Transit Vehicle Subsystem). The following description was included: "An aerial tram line is currently being designed to connect OHSU to the South Waterfront area. Although this will be a short, fixed line that may not be suited for ITS devices/systems, the fare payment for the system may eventually be tied in to a regional smart card."	
City of Tigard	City of Tigard Traffic Signals and Roadside Devices	Deleted.	Included under "Other Cities in Washington County Traffic Signals and Field Devices"
City of Tualatin	City of Tualatin Traffic Signals and Roadside Devices	Deleted.	Included under "Other Cities in Washington County Traffic Signals and Field Devices"
City of Vancouver	City of Vancouver TMC	Deleted.	VAST architecture will be maintained separately.
	Vancouver Area Existing Traffic Signals and Roadside Devices	Deleted.	VAST architecture will be maintained separately.
	Vancouver Area Future Traffic Signals and Roadside Devices	Deleted.	VAST architecture will be maintained separately.
	Data Stations on Vancouver Area State Highways	Deleted.	VAST architecture will be maintained separately.
City of Wilsonville	City of Wilsonville Traffic Signals and Roadside Devices	Deleted.	Included under "Other Cities in Clackamas County Traffic Signals and Field Devices".
	City of Wilsonville SMART	Renamed "City of Wilsonville SMART Transit Operations and Dispatch Center". The following description was added: "SMART manages the operations and provides the dispatch for its fixed-route bus and paratransit services."	
	City of Wilsonville SMART Vehicles	Renamed "City of Wilsonville SMART Fixed-Route Buses". The following description was added: "SMART operates several fixed bus routes that serve Wilsonville and make connections to TriMet in Portland, Cherriots in Salem, and Canby Area Transit. The main transfer locations are: Commerce Circle, Tualatin Park and Ride, Barbur Boulevard Transit Center, Salem Transit Center, and Canby Transit Center."	
	City of Wilsonville SMART Paratransit Vehicles	Added as Existing (Transit Vehicle Subsystem). The following description was included: "SMART operates a dial-a-ride service in addition to its fixed-route bus services."	

Stakeholder	Elements	Changes Made	Notes
City Police Departments	City Police Vehicles	Added as Existing (Emergency Vehicle Subsystem). The following description was included: "This includes police vehicles for the following City Police Departments: Beaverton, Cornelius, Fairview, Forest Grove, Gladstone, Gresham, Hillsboro, King City, Lake Oswego, Milwaukie, Oregon City, Portland, Sherwood, Tigard, Troutdale, Tualatin, and West Linn. Many police vehicles are equipped with mobile data terminals."	
Clackamas County	Clackamas County TMC	Renamed "Clackamas County Traffic Operations Center". Changed from Planned to Existing. Removed mapping to Emissions Management Subsystem. The following description was added: "The Clackamas County TOC currently consists of two workstations used by traffic engineering staff during normal weekday business hours to monitor/manage traffic as incidents or citizen complaints arise. The workstations include an interface to the ODOT TMOC and include connections to CCTV cameras and many of the traffic signals operated by the County."	
	Clackamas County TMC Traffic Signals & Roadside Devices	Renamed "Clackamas County Traffic Signals & Field Devices". Changed from Existing to Existing/Programmed. The following description was added: "Clackamas County currently operates traffic signals, coordinated traffic signal systems, video detection, weather stations, and CCTV cameras. Per their ITS Plan they plan to install arterial dynamic message signs, system detectors, and railroad warning systems. In the future they may also add flood/slide monitoring/warning systems."	
	Clackamas County Traveler Information Web Page	Deleted.	Included under "Local Agency Websites".
	Clackamas County Maintenance & Construction Management	Deleted.	Replaced by "Maintenance and Construction Management".
	Clackamas County Maintenance Vehicles	Deleted.	Replaced by "Maintenance and Construction Vehicles".
	Clackamas County Parking Management	Deleted.	Although Clackamas County has a parking management project in their ITS plan, this project likely will not happen within the next 10 years.
Clark County	Clark County TMC	Deleted.	VAST architecture will be maintained separately.
	Clark County Existing Traffic Signals and Roadside Devices	Deleted.	VAST architecture will be maintained separately.

Stakeholder	Elements	Changes Made	Notes
Clark County	Clark County Future Traffic Signals and Roadside Devices	Deleted.	VAST architecture will be maintained separately.
Commercial Salvage and Towing Operators	Commercial Salvage and Towing Vehicles.	Added as Existing (Emergency Vehicle Subsystem). The following description was included: "This includes any vehicle used for salvage or towing operations for roadway incident management."	
County Fire Districts	County Fire Vehicles	Added as Existing (Emergency Vehicle Subsystem). The following description was included: "This includes the fire vehicles for the fire districts in Clackamas County, Multnomah County, and Washington County. Most county fire vehicles are equipped with emitters for traffic signal preemption and mobile data terminals."	
County Offices of Emergency Management	County EOC's	Renamed "County Emergency Operations Centers". The following description was added: "This element includes emergency operations centers (EOC's) in Clackamas County, Multnomah County, and Washington County, which are co-located with the County 911 Dispatch Centers. This also includes alternate or back up EOC's."	
County Sheriff Offices	County Sheriff Vehicles	Added as Existing (Emergency Vehicle Subsystem). The following description was added: "This includes the sheriff vehicles for the Sheriff's Offices in Clackamas County, Multnomah County, and Washington County. Many sheriff vehicles are equipped with mobile data terminals."	
C-TRAN	CTRANS Transit Management	Renamed "C-TRAN Transit Operations and Dispatch Center". The following description was added: "Flows between C-TRAN Transit Operations and Dispatch and TriMet Transit Operations and Dispatch provide the transit management link between the Portland (TransPort) and Vancouver (VAST) regional architectures."	
	CTRANS Transit Vehicles	Deleted.	VAST architecture will be maintained separately.
	CTRAN Paratransit Vehicles	Deleted.	VAST architecture will be maintained separately.
Emergency Medical Service Providers	Ambulances	Added as Existing (Emergency Vehicle Subsystem). The following description was added: "This element includes ambulances operated by both public agencies (e.g. fire departments) and private companies (e.g. American Medical Response)."	
Heavy Rail Operators	Rail Operations (BNSF-UP-P and W-W and P)	Deleted.	Replaced by "Heavy Rail Operation System".

Stakeholder	Elements	Changes Made	Notes
Heavy Rail Operators	Heavy Rail Operations	Added as Existing (Rail Operations Terminator). The following description was included: "This element is roughly the equivalent to a traffic operations center and is the source and destination of information that can be used to coordinate rail and highway traffic management and maintenance operations."	Replaces "Rail Operations (BNSF-UP-P and W-W and P)".
	Heavy Rail Wayside Equipment	Added as Existing (Wayside Equipment Terminator). The following description was included: "This element represents train interface equipment (usually) maintained and operated by the railroad and (usually) physically located at or near a grade crossing. This is the source and destination for highway-rail intersection (HRI) information for, or about, approaching trains and their crews (e.g. the time at which the train will arrive and the time it will take to clear a crossing, crossing status or warnings, etc.). Generally one wayside equipment interface would be associated with one highway rail intersection. However, multiple crossings may be controlled using information based on data from one wayside equipment interface."	
Local Information Service Providers	Yellow Pages Service Providers	Added as Existing (Information Service Provider Subsystem and Yellow Pages Services Providers). The following description was included: "This element represents the individual organizations that provide any service oriented towards the traveler. Example services that could be included are gas, food, lodging, vehicle repair, points of interest, and recreation areas. Also included are services specifically directed toward bicyclists and pedestrians such as bicycle shops and parking locations and bicycle and pedestrian rest areas. The service providers may pay a fee to have their services advertised to travelers. The interface with the service provider is necessary so that accurate, up-to-date service information can be provided to the traveler and to support electronic reservation capabilities included in the ITS user services. This element is included in the Oregon Statewide Architecture."	
Local Public Agency Traveler Information Providers	Local Agency Websites	Added as Existing (Information Service Provider Subsystem). The following description was included: "This includes any public agency website that includes traveler information that mostly pertains to a single geographic area within the region. Ideally these websites include links to regional traveler information websites (TripCheck and TriMet) and may possibly include links to other local agencies."	

Stakeholder	Elements	Changes Made	Notes
Mayday Service Provider	Mayday Service	Renamed "Mayday Service Centers". The description was modified to the following: "Mayday services (e.g. GM's OnStar, AAA, ATX, RESCU) provide traveler assistance via communications between a service center and a vehicle."	
Metro	Metro Regional Data Warehouse	Deleted.	VAST architecture will be maintained separately.
Metro	Regional Toll Authority Customer Service Center	Renamed "Toll Administration". Changed to Future. Assigned to Metro instead of Regional Toll Authority. The following description was added: "Tolling may be added to some regional roadways in the future for transportation demand management purposes."	
	ODOT Toll Plazas	Renamed "Toll Plazas". Changed to Future. Assigned to Metro instead of Regional Toll Authority. The following description was added: "Tolling may be added to some regional roadways in the future for transportation demand management purposes."	
Multnomah County	Multnomah County TOC	Renamed "Multnomah County Traffic Operations Center". Status changed from Existing to Programmed. The mapping to the Emissions Management Subsystem was removed. The following description was added: "A virtual TOC will be implemented at Multnomah County that provides desktop access to the County's traffic signals and field devices and central signal system servers (City of Portland's TranSuite, City of Gresham's SCATS Adaptive)."	
	Multnomah County TOC Traffic Signals and Roadside Devices	Renamed "Multnomah County Traffic Signals and Field Devices". Changed from Existing to Existing/Planned. The description was modified to the following: "Multnomah County currently operates traffic signals and coordinated traffic signal systems. The future may include CCTV cameras, flood/slide monitoring systems, and weather stations."	
	Multnomah County Bridge Operations Centers	Added as Existing (Traffic Management Subsystem, Roadway Subsystem, and Security Monitoring Subsystem). The following description was included: "Multnomah County operates and maintains all of the Willamette River bridges within the county. Some of the bridges include lift systems, gates, security surveillance, and bridge operators."	
	Multnomah County Incident Response Vehicles	Added as Existing (Emergency Vehicle Subsystem). The following description was included: "Multnomah County has three vehicles available for incident response. They are only used as needed and are not used to continuously patrol County roadways."	

Stakeholder	Elements	Changes Made	Notes
National Oceanographic and Atmospheric Administration	NOAA National Weather Service	Added as Existing (Weather Service Terminator). The following description was included: "The National Weather Service provides current weather conditions, forecasts, and warnings throughout the entire country and has a field office in Portland."	
Oregon Department of Air Quality	Emissions Management	Added as Existing (Emissions Management Subsystem). The following description was included: "DEQ operates a Vehicle Inspection Program (VIP) in the Portland area. Vehicles are the number one source of air pollution in Oregon. Emissions lead to high smog and carbon monoxide levels, which can have a variety of effects on Oregonians. The VIP is a successful, cost-effective way to reduce air pollution and maintain the quality of Oregon's air. DEQ also issues Clean Air Action Days to encourage people to reduce air pollution such as driving less or taking public transportation."	
Oregon Department of Transportation	TransPort TMOC (Traffic Mgmt and Emergency Mgmt)	Renamed "ODOT Traffic Management Operations Center". The description was modified to the following: "The TMOC operates 24 hours a day, seven days a week and provides traffic management for recurring and non-recurring events on the ODOT Region 1 roadways throughout the Portland metropolitan region and is the primary ODOT contact point when incidents occur. Operators at the TMOC provide a multitude of tasks in the areas of monitoring, traffic control, dispatching, coordination, and documentation. Operators monitor CCTV cameras, system detectors, and radios (ODOT, OSP, Portland Police Bureau, and other emergency services) for abnormal events/incidents. They activate traffic control/information devices such as dynamic message signs and ramp meters. They may eventually implement coordinated traffic signal timing plans designed for incident conditions. Operators dispatch the ODOT COMET incident responders, ODOT HazMat responders, and the ODOT District 2B Maintenance Crew. They advise and coordinate with ODOT personnel, other transportation management agencies, emergency management agencies, and the also log/supplement reports of incidents in the TransPort ATMS software."	

Stakeholder	Elements	Changes Made	Notes
Oregon Department of Transportation	ODOT Transportation Operations Centers	Added as Existing (Traffic Management Subsystem). The following description was included: "ODOT has other regional TOC's throughout Oregon in Salem, Bend, and Medford. ODOT is currently working on a Traffic Operations Center Software (TOCS) project that will standardize the software used at each TOC and provide interoperability between the centers."	
	TransPort TMOC Traffic Signals and Roadside Devices	Changed status to Existing/Programmed. Renamed "ODOT Traffic Signals and Field Devices". The description was modified to the following: "ODOT currently operates traffic signals, coordinated traffic signal systems, ramp meters, system detectors/automatic traffic recorders, CCTV cameras, and dynamic message signs. Although ODOT has primarily deployed ITS field devices on their freeways they recently finished an ITS plan that includes the deployment of field devices on their arterial highways."	
	TransPort TMOC Archived Data Management	Deleted.	Included under "Portland State University PORTAL Data Warehouse".
	Regional TM to TM Connections	Deleted.	This is a specific means of information exchange for communicating between elements.
	COMET (Freeway Service Patrol)	Renamed "ODOT COMET Freeway Service Patrol Vehicles". The mapping was changed from Maintenance and Construction Management Subsystem to Emergency Vehicle Subsystem. The description was modified to the following: "Corridor ManagEment Teams (COMET) incident response vehicles are equipped with flat tire repair gear, gasoline, jumper cables, water, and other essentials for rescuing disabled vehicles and getting them on the road again. They are also equipped with automated vehicle locators. ODOT is exploring the possibility of providing streaming video from the Terwilliger curvers to COMET vehicles. COMET vehicles currently patrol I-5, I-405, I-205, I-84, US 26, and OR 217. They are also available for use on state arterial highways."	The mapping change is consistent with the Oregon Statewide Regional Architecture.
	HAZMAT Vehicles (ODOT)	Renamed "ODOT HazMat Vehicles". The following description was added: "These vehicles are used for HazMat clean-up when needed for a roadway incident."	

Stakeholder	Elements	Changes Made	Notes
Oregon Department of Transportation	ODOT Interstate 5 Bridge Operations Center	Added as Existing (Traffic Management Subsystem, Roadway Subsystem, and Security Monitoring Subsystem). The following description was included: "The I-5 Bridge spans the Columbia River between Portland and Vancouver. Equipment on the bridge (recently upgraded in 2004/2005) includes a lift system, gates, cameras for traffic management and security surveillance, intrusion detectors, and a fiber optic connection between ODOT and WSDOT. The bridge also houses a small operations center solely dedicated to bridge operations."	
	511 Traveler Information Phone Number	Added as Existing (Information Service Provider Subsystem). The following description was included: "511 has been designated by the Federal Communications Commission as the state-by-state, three-digit traveler information phone number. The old ODOT toll-free telephone traveler information number (1-800-977-6368) was converted to 511 in late 2003. The conversion allows travelers who have access to a touchtone phone anywhere within Oregon to dial 511 and obtain current road conditions throughout the state."	
	TripCheck	The description was modified to the following: "The statewide TripCheck website (www.tripcheck.com) is the central location for obtaining traveler information in the Portland metropolitan area. Additional links to other agencies' information, cameras, and websites will be added in the future".	
Oregon Office of Emergency Management	Statewide Emergency Services System	Added as Existing (Emergency Management Subsystem). The following description was added: "This system includes emergency planning, preparedness, response and recovery and involves numerous state and local emergency services agencies and organizations."	
Oregon State Police	Oregon State Police Dispatch Center	-	
	Oregon State Police Vehicles	-	
Other Cities in Clackamas County	Other Cities in Clackamas TOC	Renamed "Other Cities in Clackamas County Traffic Operations Centers". The following description was added: "Virtual TOC's will be implemented at cities within Clackamas County that provide desktop access to the field devices connected to the main TOC located at the County."	

Stakeholder	Elements	Changes Made	Notes
Other Cities in Clackamas County	Other Cities in Clackamas Traffic Signals and Roadside Devices	Renamed "Other Cities in Clackamas County Traffic Signals and Field Devices". Changed from Existing to Existing/Planned. The following description was added: "Clackamas County currently operates City-owned traffic signals, coordinated traffic signal systems, and video detection for this stakeholder. Per the Clackamas County ITS Plan, CCTV cameras are also planned for installation at key locations within the cities."	
	City of Milwaukie Traffic Signals and Roadside Devices	Deleted.	Included under "Other Cities in Clackamas County Traffic Signals and Field Devices"
	City of Oregon City Traffic Signals and Roadside Devices	Deleted.	Included under "Other Cities in Clackamas County Traffic Signals and Field Devices"
Other Cities in Multnomah County	Other Cities in Multnomah County Traffic Operations Centers	Added as Planned (Traffic Management Subsystem). The following description was included: "Virtual TOC's will be implemented at cities within Multnomah County that provide desktop access to the field devices connected to the main TOC located at the County."	
	Other Cities in Multnomah Traffic Signals and Roadside Devices	Renamed "Other Cities in Multnomah County Traffic Signals and Field Devices". The following description was added: "Multnomah County currently operates City-owned traffic signals and coordinated traffic signal systems for this stakeholder."	
Other Cities in Washington County	Other Cities in Washington County TOC	Renamed "Other Cities in Washington County Traffic Operations Centers". The description was modified to the following: "Virtual TOC's will be implemented at cities within Washington County that provide desktop access to the field devices connected to the main TOC located at the County."	
	Other Cities in Washington County Traffic Signals and Roadside Devices	Renamed "Other Cities in Washington County Traffic Signals and Field Devices". The following description was added: "Washington County currently operates City-owned traffic signals and coordinated traffic signal systems for this stakeholder."	
Other Emergency Management Agencies	Other Emergency Management Operations	Added as Existing (Other Emergency Management Terminator). The following Description was included: "This element supports emergency operations not typically covered by 911 centers, EOC's, police, fire, and ambulances. It supports projects that integrate information sharing between ambulances en-route to hospitals. It supports coordination with the Red Cross and emergency shelters during regional emergencies or evacuations."	

Stakeholder	Elements	Changes Made	Notes
Port of Portland	Port of Portland PDX TMC	Renamed "Port of Portland Airport Communications Center". Deleted Emissions Management Subsystem and added Emergency Management Subsystem. The description was modified to the following: "The ACC includes four workstations (each with approximately 10 monitors) as well as several overhead television monitors. It operates 24 hours a day, seven days a week and is typically staffed by two to three personnel. Primary responsibilities include emergency and non-emergency call-taking, dispatching (police, fire, medical, maintenance, and operations personnel), and monitoring of the CCTV camera system, fire alarm system, and the access control system. When the Port installs new roadway dynamic message signs the ACC will likely operate the signs."	
	Port of Portland Emergency Management Center	Deleted.	Redundant to "Port of Portland Airport Communications Center".
	Port of Portland Field Equipment	Renamed "Port of Portland Airport Field Devices". Changed from Existing to Existing/Planned. Added mapping to Remote Traveler Subsystem and Information Service Provider Subsystem. The description was modified to the following: "The Port currently operates CCTV cameras, count stations, and highway advisory radio. Although the Port also currently operates one dynamic message sign it is only used for general customer information. The Port plans to install a number of dynamic message signs along the roadway within the next five years. The Port may install "next bus" signs to provide parking shuttle bus arrival information. The Port also may include weather sensors and automated deicing equipment on the ramps of its planned long-term parking garage (P2). The Port plans to install information kiosks with links to real-time information sources such as TripCheck."	
	Port of Portland flight information system	Deleted.	Included under "Local Agency Websites".
	Port of Portland Emergency Vehicle	Renamed "Port of Portland Airport Emergency Vehicles".	

Stakeholder	Elements	Changes Made	Notes
Port of Portland	Airport Parking Management System	Changed to "Port of Portland Airport Parking Management". Changed from Existing to Existing/Programmed. The description was modified to the following: "The Port manages their parking lots (short-term, long-term, and economy) with an electronic system that allows payment by credit in-credit out or by pay-on-foot (cash or credit). This system provides paid tickets that are used by drivers at the exit toll plazas. The Port currently has a parking wayfinding system for the short-term parking garage that indicates if each parking level is full or open. They plan to expand this system to provide wayfinding to individual spaces on each level. They also plan to install dynamic message signs along the roadway that specifically indicate how many spaces are available in each parking lot/garage."	
	PDX Toll Collection	Deleted.	Included under "Port of Portland Airport Parking Management System".
	Port of Portland Airport Parking Shuttle Buses	Added as Existing (Transit Vehicle Subsystem). The following description was included: "The Port operates shuttle buses between the main terminal and several parking lots (economy red and blue, long-term, and employee). These buses may be equipped with GPS in the future to provide next bus arrival information to travelers and to help manage the fixed space at the terminal for bus pick-up."	
	Port of Portland Data Mart	Added as Existing (Archived Data Management Subsystem). The following description was included: "The Port currently archives their data from field device/systems (e.g. count stations, parking systems) on a server at the Port."	
Portland Dispatch Center Consortium	911 Dispatch Centers	Added as Existing (Emergency Management Subsystem). The following description was added: "The seven main 911 public safety dispatch centers include: City of Portland's Bureau of Emergency Communications (BOEC), Port of Portland's Airport Communications Center (ACC), Clackamas County Central Communications (CCOM), Washington County Consolidated Communications Agency (WCCCA), Lake Oswego Communications (LOCOM), Clark Regional Emergency Services Agency (CRESA), and Columbia 911 Communications District (C911)."	

Stakeholder	Elements	Changes Made	Notes
Portland Dispatch Center Consortium	PDCC Message Broker	Added as Programmed (Emergency Management Subsystem). The following description was included: "The main purpose of the message broker is to provide CAD system interoperability and an interface between the seven main dispatch centers that make up the PDCC. This system will also provide system interfaces with other regional agencies such as ODOT and OSP for the purpose of managing roadway incidents. This message broker will be a push only system that allows information to flow from one agency to other pre-designated agencies depending on the information type. Subscribers will not be able to extract information from the broker."	
	PDCC Mobile Dispatch Center	Added as Programmed (Emergency Management Subsystem). The following description was included: "The mobile dispatch center will provide a means for conducting emergency operations and management from a remote location."	
Portland State University	Portland State University Data Warehouse	Renamed "Portland State University PORTAL Data Warehouse". Changed from Existing to Existing/Programmed. The following description was added: "The Portland Oregon Regional Transportation Archive Listing (PORTAL) is the data warehouse for transportation operations and management data in the Portland metropolitan area. PORTAL currently archives freeway detector loop data from ODOT, traffic signal data from the City of Portland TranSuite Central Signal System, and weather data. Portland State University is closely working with other stakeholders in the region to expand the system to include more archives."	
RTC	RTC Regional Data Warehouse	Deleted.	VAST architecture will be maintained separately.
	VASTREK Regional Website	Deleted.	VAST architecture will be maintained separately.
Special Event Promoters	Special Event Promoters	Added as Existing (Event Promoter Terminator). The following description was included: "This element represents events that may impact travel on roadways or other modal means. Examples include sporting events, conventions, motorcades/parades, and public/political events. These promoters interface to the ITS to provide event information such as date, time, estimated duration, location, and any other information pertinent to traffic movement in the surrounding area."	

Stakeholder	Elements	Changes Made	Notes
Special Event Promoters	Special Event Promoters Field Devices	Added as Existing (Remote Traveler Support Subsystem). The following description was included: "This element includes any field devices (e.g. dynamic message signs, CCTV cameras) that can be used to manage travelers or provide traveler information. The Rose Garden currently has a dynamic message sign outside the arena that is used to post information about TriMet MAX train arrivals and departures."	
TransPort Committee	TATII Message Broker	Added as Programmed (Information Service Provider Subsystem). The following description was included: "The TransPort Advanced Traveler Information Implementation (TATII) will collect, process, store, and disseminate transportation information to regional agencies and private information service providers. This system will allow agencies to post information to the broker about roadways, construction, parking, special events, road closures, etc. and will allow subscribers to retrieve information from the broker. Some public agency information will not be accessible to private information service providers for security reasons."	
Transportation Maintenance and Construction Agencies	Maintenance and Construction Management	Added as Existing (Maintenance and Construction Management Subsystem and Traffic Management Subsystem). The following description was included: "This element includes all management of roadway maintenance and construction activities in the Portland metropolitan area by ODOT, the counties, the cities, the Port, and TriMet."	This element was mapped to the Traffic Management Subsystem so it can be included in the ATMS15: Railroad Operations Coordination market package.
Transportation Maintenance and Construction Agencies	Maintenance and Construction Vehicles	Added as Existing/Planned (Maintenance and Construction Vehicle Subsystem and Emergency Vehicle Subsystem). The following description was included: "This element includes all maintenance and construction vehicles owned and operated by ODOT, the counties, the cities, and Port, and TriMet. These vehicles are not currently outfitted with any intelligent transportation systems but it is very likely in the next 10 years that these vehicles will be equipped with GPS or automated vehicle location tracking devices."	This element was mapped to the Emergency Vehicle Subsystem because a number of transportation agencies use their maintenance vehicles for incident response.

Stakeholder	Elements	Changes Made	Notes
TriMet	TriMet Transit Operations and Dispatch Centers	Added as Existing (Transit Management Subsystem and Emergency Management Subsystem). The following description was included: "TriMet operates a number of dispatch and operations centers to support their rail, fixed-route bus, and paratransit services. There are three rail operations centers: Ruby Junction (main center), Elmonica (no dispatch), and Washington Park (emergency center). The fixed route buses are dispatched from Ruby Junction and all three garages have separate operations centers: Powell, Merlo, and Center. Paratransit has three operations centers: Nela (main center), Powell, and Merlo."	
	Tri-Met Central Dispatch & Operations	Deleted.	Replaced by "TriMet Dispatch and Operations Centers".
	LIFT/ATP Paratransit Dispatch Center	Deleted.	Replaced by "TriMet Dispatch and Operations Centers".
	Ruby Junction Rail Operations Center	Deleted.	Replaced by "TriMet Dispatch and Operations Centers".
	Tri-Met Transit Vehicles	Renamed "TriMet Fixed-Route Buses". Mapping to the Vehicle Subsystem was added so this element can be associated with the Probe Surveillance market package. The description was modified to the following: "Fixed-route buses provide service throughout the Portland metropolitan area, except for the City of Wilsonville where SMART provides service. A typical bus includes a number of systems: radio, voice, wi-fi 802.11, automated vehicle location devices, video surveillance, passenger counting, automated stop announcements, silent alarms, other data collection, and communications to wayside devices (transit signal priority). These systems collect, manage, and disseminate transit-related information to the driver, operations and maintenance personnel, and transit system patrons."	
	LIFT/ATP Paratransit Vehicles	Renamed "TriMet LIFT/ATP Paratransit Vehicles". The following description was added: "TriMet's LIFT Program is a shared-ride public transportation service for people who are unable to use buses or MAX due to a disability or disabling health condition. Paratransit vehicles are equipped with automated vehicle locators that include functionality such as silent alarms."	

Stakeholder	Elements	Changes Made	Notes
TriMet	Tri-Met MAX Trains	Renamed "TriMet MAX Trains". Removed Emergency Vehicle Subsystem. Changed from Existing to Existing/Programmed. The following description was added: "TriMet currently has three MAX lines: Blue (Hillsboro/City Center/Gresham), Red (Beaverton/City Center/Airport), and Yellow (City Center/Expo Center). Two new lines are programmed and expected to be operational by 2009: downtown Portland transit mall and I-205. An additional line from downtown Portland to Milwaukie is planned after the completion of the downtown and I-205 lines."	
	Commuter Rail	Renamed "TriMet Commuter Rail". Changed from Planned to Programmed. The description was modified to the following: "A 15 mile commuter rail line is currently under design and will run between Beaverton and Wilsonville. Service will be operated by P&W Operators and the Operations Center will be located in Utah. Automated vehicle locators are not currently planned to be installed on the trains."	
	TriMet Supervisory Vehicles	Added as Existing (Emergency Vehicle Subsystem). The following description was added: "This element includes both bus and rail supervisory vehicles. These vehicles respond to incidents or equipment failures involving TriMet buses (fixed-route or paratransit) and MAX trains."	Combines "TriMet Bus Supervisory Vehicles" and "TriMet Rail Supervisory Vehicles".
	Tri-Met Bus Supervisory Vehicles	Deleted.	Replaced by "TriMet Supervisory Vehicles".
	Tri-Met Rail Supervisory Vehicles	Deleted.	Replaced by "TriMet Supervisory Vehicles".
	TriMet Field Devices	Added as Existing (Remote Traveler Support Subsystem and Wayside Equipment Terminator). The following description was included: "This element includes train sensors (these are used to request preempt at traffic signals and provide schedule adherence information), transit tracker real-time customer information displays (these provide static and real-time information), transit tracker phone system (provides static and real-time information), transit tracker PDA system, CCTV cameras, ticket vending machines, and customer information kiosks (these may eventually be phased out)."	
	Tri-Met Customer Information Kiosks	Deleted.	Replaced by "TriMet Field Devices".
	Tri-Met Train Sensors	Deleted.	Replaced by "TriMet Field Devices".
	Tri-Met Transit Tracker Displays	Deleted.	Replaced by "TriMet Field Devices".

Stakeholder	Elements	Changes Made	Notes
TriMet	TriMet Security Surveillance	Added as Existing (Security Monitoring Subsystem). The following description was included: "TriMet uses a number of cameras to monitor security on buses and MAX trains and at transit centers, MAX stations, and park and rides. TriMet also uses intrusion detectors/alarms in their tunnel, at substations, and other facilities."	
	Tri-Met Park and Ride	Renamed "TriMet Parking Management". Changed from Existing to Planned. The following description was added: "TriMet plans to provide wayfinding and traveler information for their park and ride facilities."	
	Tri-Met Customer Assistance	Renamed "TriMet Website". The description was modified to the following: "The website (www.trimet.org) includes both static and real-time traveler information. Static information includes maps, schedules, fares, park and ride locations, etc. Real-time information includes transit arrival times by route and stop location. The website also features an interactive trip planner."	
	Tri-Met Enterprise Data Warehouse	Renamed "TriMet Enterprise Data Mart". Removed the mapping to the Transit Management Subsystem. The description was modified to the following: "This system archives bus and rail operations and dispatch data."	
Trucking Firms and Public Fleets	Commercial Vehicles	Added as Existing (Commercial Vehicle Subsystem). The following description was included: "This element may provide two-way communications between the commercial vehicle drivers, their fleet managers, attached freight equipment, and roadside officials, and provides HazMat response teams with timely and accurate cargo contents information after a vehicle incident. It may provide the capability to collect and process vehicle and cargo information from the attached freight equipment, and driver safety data and status and alert the driver whenever there is a potential safety or security problem. Basic identification, security and safety status data are may be supplied to inspection facilities at mainline speeds. In addition, this element may automatically collect and record mileage, fuel usage, and border crossings."	
U.S. Coast Guard	U.S. Coast Guard	Added as Existing (Other Emergency Management Subsystem). The following description was included: "The U.S. Coast Guard is responsible for handling emergency management on the Willamette and Columbia Rivers. This is critical to the surface transportation system when bridges are involved."	

Stakeholder	Elements	Changes Made	Notes
Users	Personal Vehicles (Public at Large)	Changed from Planned to Existing.	
	User Devices	The description was modified to the following: "User devices refer to equipment an individual owns and can personalize with their choices for information about transportation networks. Examples include Internet-connected personal computers, landline telephones, mobile phones, pagers, and personal digital assistants (PDA's). Technology for these types of devices continues to rapidly change and improve."	
Washington County	Washington County TOC	Renamed "Washington County Traffic Operations Center". Changed from Planned to Programmed. The description was modified to the following: "Washington County has a dedicated room they are planning to convert to a TOC that will initially consist of one or two workstations and a central signal system server with real-time access to field devices. The TOC will be operated during normal weekday business hours and will provide traffic engineers/technicians the capability to monitor/manage traffic signal operations and incidents or citizen complaints as they arise."	
	Washington County TOC Traffic Signals and Roadside Devices	Renamed "Washington County Traffic Signals and Field Devices". Changed from Planned to Existing/Programmed. The description was modified to the following: "Washington County currently operates traffic signals, coordinated traffic signal systems, and video detection. The County's ITS Plan includes the addition of CCTV cameras, system detectors, and weather stations."	
	Maintenance and Construction Operations Centers in Washington County	Deleted.	Replaced by "Maintenance and Construction Management".
	Maintenance Vehicles in Washington County	Deleted.	Replaced by "Maintenance and Construction Vehicles".
Washington County Fire Districts	Washington County Fire Districts Vehicles	Deleted.	Included under "County Fire Vehicles".
	Washington County Fire Districts Computer Aided Dispatch	Deleted.	This is a specific means of information exchange for communicating between elements.
Washington State Patrol	Washington State Patrol Vehicles	Deleted.	VAST architecture will be maintained separately.

Stakeholder	Elements	Changes Made	Notes
Washington State Department of Transportation	WSDOT Regional TMC and Archive Mgmt.	Renamed "WSDOT Regional Traffic Operations Center". Changed to Existing (Traffic Management Subsystem). The description was modified to the following: "Flows between the WSDOT Regional TOC and the ODOT TMOC provide the transportation management link between the Portland (TransPort) and Vancouver (VAST) regional architectures."	
Washington State Department of Transportation	WSDOT Archived Data Management	Deleted.	VAST architecture will be maintained separately.
	WSDOT Existing Traffic Signal and Roadside Devices	Deleted.	VAST architecture will be maintained separately.
	WSDOT Future Traffic Signal and Roadside Devices	Deleted.	VAST architecture will be maintained separately.
	WSDOT Emergency Management	Deleted.	VAST architecture will be maintained separately.
	WSDOT Emergency Vehicles	Deleted.	VAST architecture will be maintained separately.
	HAZMAT Vehicles (WSDOT)	Deleted.	VAST architecture will be maintained separately.
	WSDOT ISP	Deleted.	VAST architecture will be maintained separately.
	WSDOT Regional Parking Management	Deleted.	VAST architecture will be maintained separately.

APPENDIX H: TURBO ARCHITECTURE MARKET PACKAGES REPORT

Market Packages (Transportation Services)



10/28/2005 4:15:01PM

Market Packages for Region TransPort Regional ITS Architecture

Market Package

Element(s)

Network Surveillance (ATMS01) -- Existing

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.

511 Traveler Information Phone Number	-- Not Selected
City of Beaverton Traffic Operations Center	
City of Beaverton Traffic Signals and Field Devices	
City of Gresham Traffic Operations Center	
City of Gresham Traffic Signals and Field Devices	
City of Hillsboro Traffic Operations Center	
City of Hillsboro Traffic Signals and Field Devices	
City of Lake Oswego Traffic Signals and Field Devices	-- Not Selected
City of Portland Traffic Operations Center	
City of Portland Traffic Signals and Field Devices	
Clackamas County Traffic Operations Center	
Clackamas County Traffic Signals and Field Devices	
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Multnomah County Bridge Operations Centers	
Multnomah County Traffic Operations Center	
Multnomah County Traffic Signals and Field Devices	
ODOT Interstate 5 Bridge Operations Center	
ODOT Traffic Management Operations Center	
ODOT Traffic Signals and Field Devices	
ODOT Transportation Operations Centers	
Other Cities in Clackamas County Traffic Operations Centers	
Other Cities in Clackamas County Traffic Signals and Field Devices	
Other Cities in Multnomah County Traffic Operations Centers	
Other Cities in Multnomah County Traffic Signals and Field Devices	
Other Cities in Washington County Traffic Operations Centers	
Other Cities in Washington County Traffic Signals and Field Devices	
Port of Portland Airport Communications Center	
Port of Portland Airport Field Devices	
TATII Message Broker	-- Not Selected
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
Washington County Traffic Operations Center	
Washington County Traffic Signals and Field Devices	
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

Probe Surveillance (ATMS02) -- Existing/Planned

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

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.

The City of Portland and TriMet currently use TriMet fixed-route buses as probes to detect congestion/incidents along arterial roadways. Other transportation agencies plan to work with TriMet to implement a probe system on their roadways.

511 Traveler Information Phone Number	-- Not Selected
911 Dispatch Centers	-- Not Selected
Amtrak Operations	-- Not Selected
City of Beaverton Traffic Operations Center	-- Not Selected
City of Beaverton Traffic Signals and Field Devices	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Gresham Traffic Signals and Field Devices	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Signals and Field Devices	-- Not Selected
City of Lake Oswego Traffic Signals and Field Devices	-- Not Selected
City of Portland Traffic Operations Center	
City of Portland Traffic Signals and Field Devices	-- Not Selected
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected
Clackamas County Traffic Signals and Field Devices	-- Not Selected
County Emergency Operations Centers	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
Multnomah County Traffic Signals and Field Devices	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	
ODOT Traffic Signals and Field Devices	-- Not Selected
ODOT Transportation Operations Centers	-- Not Selected
Oregon State Police Dispatch Center	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Signals and Field Devices	-- Not Selected
PDCC Message Broker	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

PDCC Mobile Dispatch Center	-- Not Selected
Personal Vehicles (Public at Large)	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Statewide Emergency Services System	-- Not Selected
TATII Message Broker	-- Not Selected
Toll Administration	-- Not Selected
TriMet Fixed-Route Buses	
TriMet Transit Operations and Dispatch Centers	
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
Washington County Traffic Signals and Field Devices	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

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.

City of Beaverton Traffic Operations Center	
City of Beaverton Traffic Signals and Field Devices	
City of Gresham Traffic Operations Center	
City of Gresham Traffic Signals and Field Devices	
City of Hillsboro Traffic Operations Center	
City of Hillsboro Traffic Signals and Field Devices	
City of Lake Oswego Traffic Signals and Field Devices	
City of Portland Traffic Operations Center	
City of Portland Traffic Signals and Field Devices	
Clackamas County Traffic Operations Center	
Clackamas County Traffic Signals and Field Devices	
Maintenance and Construction Management	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	
Multnomah County Traffic Signals and Field Devices	
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	
ODOT Traffic Signals and Field Devices	
ODOT Transportation Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	
Other Cities in Clackamas County Traffic Signals and Field Devices	
Other Cities in Multnomah County Traffic Operations Centers	
Other Cities in Multnomah County Traffic Signals and Field Devices	
Other Cities in Washington County Traffic Operations Centers	
Other Cities in Washington County Traffic Signals and Field Devices	
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Washington County Traffic Operations Center
 Washington County Traffic Signals and Field Devices
 WSDOT Regional Traffic Operations Center

-- Not Selected

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.

City of Beaverton Traffic Operations Center -- Not Selected
 City of Beaverton Traffic Signals and Field Devices -- Not Selected
 City of Gresham Traffic Operations Center -- Not Selected
 City of Gresham Traffic Signals and Field Devices -- Not Selected
 City of Hillsboro Traffic Operations Center -- Not Selected
 City of Hillsboro Traffic Signals and Field Devices -- Not Selected
 City of Lake Oswego Traffic Signals and Field Devices -- Not Selected
 City of Portland Traffic Operations Center -- Not Selected
 City of Portland Traffic Signals and Field Devices -- Not Selected
 Clackamas County Traffic Operations Center -- Not Selected
 Clackamas County Traffic Signals and Field Devices -- Not Selected
 Maintenance and Construction Management -- Not Selected
 Multnomah County Bridge Operations Centers -- Not Selected
 Multnomah County Traffic Operations Center -- Not Selected
 Multnomah County Traffic Signals and Field Devices -- Not Selected
 ODOT Interstate 5 Bridge Operations Center -- Not Selected
 ODOT Traffic Management Operations Center
 ODOT Traffic Signals and Field Devices
 ODOT Transportation Operations Centers
 Other Cities in Clackamas County Traffic Operations Centers -- Not Selected
 Other Cities in Clackamas County Traffic Signals and Field Devices -- Not Selected
 Other Cities in Multnomah County Traffic Operations Centers -- Not Selected
 Other Cities in Multnomah County Traffic Signals and Field Devices -- Not Selected
 Other Cities in Washington County Traffic Operations Centers -- Not Selected
 Other Cities in Washington County Traffic Signals and Field Devices -- Not Selected
 Port of Portland Airport Communications Center -- Not Selected
 Port of Portland Airport Field Devices -- Not Selected
 Washington County Traffic Operations Center -- Not Selected
 Washington County Traffic Signals and Field Devices -- Not Selected
 WSDOT Regional Traffic Operations Center

HOV Lane Management (ATMS05) -- Future

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.

ODOT currently has HOV lanes on I-5 between downtown Portland and Vancouver. They may consider using ITS to manage these HOV lanes in the future.

City of Beaverton Traffic Operations Center -- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

City of Beaverton Traffic Signals and Field Devices	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Gresham Traffic Signals and Field Devices	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Signals and Field Devices	-- Not Selected
City of Lake Oswego Traffic Signals and Field Devices	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Traffic Signals and Field Devices	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected
Clackamas County Traffic Signals and Field Devices	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
Multnomah County Traffic Signals and Field Devices	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	
ODOT Traffic Signals and Field Devices	
ODOT Transportation Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Signals and Field Devices	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
Washington County Traffic Signals and Field Devices	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected

Traffic Information Dissemination (ATMS06) -- Existing/Planned

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.

ODOT, WSDOT, and the City of Portland own and operate roadway dynamic message signs today and the Port of Portland owns and operates a highway advisory radio system. Other agencies in the Portland area plan to deploy dynamic message signs at key points on busy corridors.

511 Traveler Information Phone Number	-- Not Selected
911 Dispatch Centers	-- Not Selected
Amtrak Operations	-- Not Selected
Broadcast Media for Portland/Vancouver Area	
City of Beaverton Traffic Operations Center	
City of Beaverton Traffic Signals and Field Devices	
City of Gresham Traffic Operations Center	
City of Gresham Traffic Signals and Field Devices	
City of Hillsboro Traffic Operations Center	

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

City of Hillsboro Traffic Signals and Field Devices	
City of Lake Oswego Traffic Signals and Field Devices	
City of Portland Traffic Operations Center	
City of Portland Traffic Signals and Field Devices	
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
Clackamas County Traffic Operations Center	
Clackamas County Traffic Signals and Field Devices	
County Emergency Operations Centers	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	
Multnomah County Traffic Signals and Field Devices	
ODOT Interstate 5 Bridge Operations Center	
ODOT Traffic Management Operations Center	
ODOT Traffic Signals and Field Devices	
ODOT Transportation Operations Centers	-- Not Selected
Oregon State Police Dispatch Center	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	
Other Cities in Clackamas County Traffic Signals and Field Devices	
Other Cities in Multnomah County Traffic Operations Centers	
Other Cities in Multnomah County Traffic Signals and Field Devices	
Other Cities in Washington County Traffic Operations Centers	
Other Cities in Washington County Traffic Signals and Field Devices	
PDCC Message Broker	-- Not Selected
PDCC Mobile Dispatch Center	-- Not Selected
Port of Portland Airport Communications Center	
Port of Portland Airport Field Devices	
Statewide Emergency Services System	-- Not Selected
TATH Message Broker	
TriMet Transit Operations and Dispatch Centers	-- Not Selected
TriMet Website	-- Not Selected
TripCheck	
Washington County Traffic Operations Center	
Washington County Traffic Signals and Field Devices	
WSDOT Regional Traffic Operations Center	
Yellow Pages Service Providers	-- Not Selected

Regional Traffic Control (ATMS07) -- Existing/Planned

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.

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

A small number of TOC's in the region are currently connected through communications links and more are planned to be linked. Control of CCTV camera images is most often shared. ODOT and the City of Portland also share control of a number of traffic signals and field devices along the I-5/Barbur Boulevard corridor. Other sharing will likely be added as more incident management detour routes and operational plans are developed.

City of Beaverton Traffic Operations Center	
City of Beaverton Traffic Signals and Field Devices	-- Not Selected
City of Gresham Traffic Operations Center	
City of Gresham Traffic Signals and Field Devices	-- Not Selected
City of Hillsboro Traffic Operations Center	
City of Hillsboro Traffic Signals and Field Devices	-- Not Selected
City of Lake Oswego Traffic Signals and Field Devices	-- Not Selected
City of Portland Traffic Operations Center	
City of Portland Traffic Signals and Field Devices	-- Not Selected
Clackamas County Traffic Operations Center	
Clackamas County Traffic Signals and Field Devices	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Multnomah County Bridge Operations Centers	
Multnomah County Traffic Operations Center	
Multnomah County Traffic Signals and Field Devices	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	
ODOT Traffic Management Operations Center	
ODOT Traffic Signals and Field Devices	-- Not Selected
ODOT Transportation Operations Centers	
Other Cities in Clackamas County Traffic Operations Centers	
Other Cities in Clackamas County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	
Other Cities in Multnomah County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	
Other Cities in Washington County Traffic Signals and Field Devices	-- Not Selected
Port of Portland Airport Communications Center	
Port of Portland Airport Field Devices	-- Not Selected
Washington County Traffic Operations Center	
Washington County Traffic Signals and Field Devices	-- Not Selected
WSDOT Regional Traffic Operations Center	

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.

511 Traveler Information Phone Number	-- Not Selected
911 Dispatch Centers	
Ambulances	

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Amtrak Operations	-- Not Selected
Broadcast Media for Portland/Vancouver Area	-- Not Selected
City Fire Vehicles	
City of Beaverton Traffic Operations Center	
City of Beaverton Traffic Signals and Field Devices	
City of Gresham Traffic Operations Center	
City of Gresham Traffic Signals and Field Devices	
City of Hillsboro Traffic Operations Center	
City of Hillsboro Traffic Signals and Field Devices	
City of Lake Oswego Traffic Signals and Field Devices	
City of Portland Traffic Operations Center	
City of Portland Traffic Signals and Field Devices	
City of Portland Transit Operations and Dispatch Center	
City of Wilsonville SMART Transit Operations and Dispatch Center	
City Police Vehicles	
Clackamas County Traffic Operations Center	
Clackamas County Traffic Signals and Field Devices	
Commercial Salvage and Towing Vehicles	
County Emergency Operations Centers	-- Not Selected
County Fire Vehicles	
County Sheriff Vehicles	
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Heavy Rail Operations	-- Not Selected
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	
Maintenance and Construction Vehicles	
Mayday Service Centers	
Multnomah County Bridge Operations Centers	
Multnomah County Incident Response Vehicles	
Multnomah County Traffic Operations Center	
Multnomah County Traffic Signals and Field Devices	
ODOT COMET Freeway Service Patrol Vehicles	
ODOT HazMat Vehicles	
ODOT Interstate 5 Bridge Operations Center	
ODOT Traffic Management Operations Center	
ODOT Traffic Signals and Field Devices	
ODOT Transportation Operations Centers	-- Not Selected
Oregon State Police Dispatch Center	
Oregon State Police Vehicles	
Other Cities in Clackamas County Traffic Operations Centers	
Other Cities in Clackamas County Traffic Signals and Field Devices	
Other Cities in Multnomah County Traffic Operations Centers	
Other Cities in Multnomah County Traffic Signals and Field Devices	
Other Cities in Washington County Traffic Operations Centers	
Other Cities in Washington County Traffic Signals and Field Devices	
Other Emergency Management Operations	-- Not Selected
PDCC Message Broker	
PDCC Mobile Dispatch Center	
Port of Portland Airport Communications Center	
Port of Portland Airport Emergency Vehicles	

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Port of Portland Airport Field Devices	
Special Event Promoters	
Statewide Emergency Services System	-- Not Selected
TATII Message Broker	-- Not Selected
TriMet Supervisory Vehicles	
TriMet Transit Operations and Dispatch Centers	
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
U.S. Coast Guard	-- Not Selected
Washington County Traffic Operations Center	
Washington County Traffic Signals and Field Devices	
WSDOT Regional Traffic Operations Center	
Yellow Pages Service Providers	-- Not Selected

Traffic Forecast and Demand Management (ATMS09) -- Future

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.

511 Traveler Information Phone Number	-- Not Selected
Amtrak Operations	-- Not Selected
City of Beaverton Traffic Operations Center	
City of Beaverton Traffic Signals and Field Devices	
City of Gresham Traffic Operations Center	
City of Gresham Traffic Signals and Field Devices	
City of Hillsboro Traffic Operations Center	
City of Hillsboro Traffic Signals and Field Devices	
City of Lake Oswego Traffic Signals and Field Devices	
City of Portland Parking Management	
City of Portland Traffic Operations Center	
City of Portland Traffic Signals and Field Devices	
City of Portland Transit Operations and Dispatch Center	
City of Wilsonville SMART Transit Operations and Dispatch Center	
Clackamas County Traffic Operations Center	
Clackamas County Traffic Signals and Field Devices	
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Emissions Management	
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Multnomah County Bridge Operations Centers	
Multnomah County Traffic Operations Center	
Multnomah County Traffic Signals and Field Devices	
ODOT Interstate 5 Bridge Operations Center	
ODOT Traffic Management Operations Center	
ODOT Traffic Signals and Field Devices	
ODOT Transportation Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	
Other Cities in Clackamas County Traffic Signals and Field Devices	

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Other Cities in Multnomah County Traffic Operations Centers	
Other Cities in Multnomah County Traffic Signals and Field Devices	
Other Cities in Washington County Traffic Operations Centers	
Other Cities in Washington County Traffic Signals and Field Devices	
Port of Portland Airport Communications Center	
Port of Portland Airport Field Devices	
Port of Portland Airport Parking Management	
Special Event Promoters	
TATH Message Broker	-- Not Selected
Toll Administration	
TriMet Parking Management	
TriMet Transit Operations and Dispatch Centers	
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
Washington County Traffic Operations Center	
Washington County Traffic Signals and Field Devices	
WSDOT Regional Traffic Operations Center	
Yellow Pages Service Providers	-- Not Selected

Electronic Toll Collection (ATMS10) -- Future

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 future will likely include tolling vehicles for the use of regional roadways. The technology for electronic tolling is readily available and currently in use in a number of cities and would be used for any tolling system in the Portland area.

511 Traveler Information Phone Number	-- Not Selected
911 Dispatch Centers	-- Not Selected
City of Beaverton Traffic Operations Center	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected
County Emergency Operations Centers	-- Not Selected
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Transportation Operations Centers	-- Not Selected
Oregon State Police Dispatch Center	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Other Cities in Washington County Traffic Operations Centers	-- Not Selected
PDCC Message Broker	-- Not Selected
PDCC Mobile Dispatch Center	-- Not Selected
Personal Vehicles (Public at Large)	
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Statewide Emergency Services System	-- Not Selected
TATII Message Broker	-- Not Selected
Toll Administration	
Toll Plazas	
TriMet Fixed-Route Buses	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

Emissions Monitoring and Management (ATMS11) -- Existing

This market package monitors individual vehicle emissions and provides general air quality monitoring using distributed sensors to collect the data. The collected information is transmitted to the emissions management subsystem for processing. Both area wide air quality monitoring and point emissions monitoring are supported by this market package. For area wide monitoring, this market package measures air quality, identifies sectors that are non-compliant with air quality standards, and collects, stores and reports supporting statistical data. For point emissions monitoring, this market package measures tail pipe emissions and identifies vehicles that exceed emissions standards. Summary emissions information or warnings can also be displayed to drivers. The gathered information can be used to implement environmentally sensitive TDM programs, policies, and regulations.

The Oregon DEQ currently performs emissions testing on personal vehicles every two years. They also monitor the air quality using an Air Quality Index (AQI) and issue Clean Air Action Day Smog Advisories in the summertime when they predict the AQI will exceed acceptable levels.

511 Traveler Information Phone Number	-- Not Selected
Broadcast Media for Portland/Vancouver Area	-- Not Selected
City of Beaverton Traffic Operations Center	-- Not Selected
City of Beaverton Traffic Signals and Field Devices	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Gresham Traffic Signals and Field Devices	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Signals and Field Devices	-- Not Selected
City of Lake Oswego Traffic Signals and Field Devices	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Traffic Signals and Field Devices	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected
Clackamas County Traffic Signals and Field Devices	-- Not Selected
Emissions Management	
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
Multnomah County Traffic Signals and Field Devices	-- Not Selected
NOAA National Weather Service	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Traffic Signals and Field Devices	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

ODOT Transportation Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Signals and Field Devices	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
TATII Message Broker	-- Not Selected
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
Washington County Traffic Signals and Field Devices	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

Virtual TMC and Smart Probe Data (ATMS12) -- Not Planned

This market package provides for special requirements of rural road systems. Instead of a central TMC, the traffic management is distributed over a very wide area (e.g., a whole state or collection of states). Each locality has the capability of accessing available information for assessment of road conditions. The package uses vehicles as smart probes that are capable of measuring road conditions and providing this information to the roadway for relay to the Traffic Management Subsystem and potentially direct relay to following vehicles (i.e., the automated road signing equipment is capable of autonomous operation). In-vehicle signing is used to inform drivers of detected road conditions.

City of Beaverton Traffic Operations Center	-- Not Selected
City of Beaverton Traffic Signals and Field Devices	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Gresham Traffic Signals and Field Devices	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Signals and Field Devices	-- Not Selected
City of Lake Oswego Traffic Signals and Field Devices	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Traffic Signals and Field Devices	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected
Clackamas County Traffic Signals and Field Devices	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
Multnomah County Traffic Signals and Field Devices	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Traffic Signals and Field Devices	-- Not Selected
ODOT Transportation Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Signals and Field Devices	-- Not Selected
Personal Vehicles (Public at Large)	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

TriMet Fixed-Route Buses	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
Washington County Traffic Signals and Field Devices	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected

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.

Wayside equipment is used for heavy rail vehicles and TriMet MAX trains and is planned for TriMet Commuter Rail trains. This equipment interacts with flashing lights and gates at crossings. This market package also includes agency-owned passive warning devices (e.g. crossbuck or RR warning signs).

City of Beaverton Traffic Operations Center	-- Not Selected
City of Beaverton Traffic Signals and Field Devices	
City of Gresham Traffic Operations Center	-- Not Selected
City of Gresham Traffic Signals and Field Devices	
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Signals and Field Devices	
City of Lake Oswego Traffic Signals and Field Devices	
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Traffic Signals and Field Devices	
Clackamas County Traffic Operations Center	-- Not Selected
Clackamas County Traffic Signals and Field Devices	
Heavy Rail Operations	-- Not Selected
Heavy Rail Wayside Equipment	
Maintenance and Construction Management	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
Multnomah County Traffic Signals and Field Devices	
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Traffic Signals and Field Devices	
ODOT Transportation Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Signals and Field Devices	
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Signals and Field Devices	
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Signals and Field Devices	
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
TriMet Field Devices	
Washington County Traffic Operations Center	-- Not Selected
Washington County Traffic Signals and Field Devices	
WSDOT Regional Traffic Operations Center	-- Not Selected

Advanced Railroad Grade Crossing (ATMS14) -- Planned

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

This market package manages highway traffic at highway-rail intersections (HRIs) where operational requirements demand advanced features (e.g., where rail operational speeds are greater than 80 miles per hour). This market package includes all capabilities from the Standard Railroad Grade Crossing Market Package and augments these with additional safety features to mitigate the risks associated with higher rail speeds. The active warning systems supported by this market package include positive barrier systems that preclude entrance into the intersection when the barriers are activated. Like the Standard Package, the HRI equipment is activated on notification by wayside interface equipment which detects, or communicates with the approaching train. In this market package, the wayside equipment provides additional information about the arriving train so that the train's direction of travel, estimated time of arrival, and estimated duration of closure may be derived. This enhanced information may be conveyed to the driver prior to, or in context with, warning system activation. This market package also includes additional detection capabilities that enable it to detect an entrapped or otherwise immobilized vehicle within the HRI and provide an immediate notification to highway and railroad officials.

Clackamas County is actively seeking funding to deploy train detection equipment at rail crossings in downtown Milwaukie and downtown Oregon City to provide advanced train activity information to travelers and emergency management personnel. Once a model deployment has been completed, the concepts of the project will be applied to other at-grade rail crossings in Clackamas County based on the successfulness of the project.

City of Beaverton Traffic Operations Center	-- Not Selected
City of Beaverton Traffic Signals and Field Devices	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Gresham Traffic Signals and Field Devices	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Signals and Field Devices	-- Not Selected
City of Lake Oswego Traffic Signals and Field Devices	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Traffic Signals and Field Devices	-- Not Selected
Clackamas County Traffic Operations Center	
Clackamas County Traffic Signals and Field Devices	
Heavy Rail Operations	-- Not Selected
Heavy Rail Wayside Equipment	
Maintenance and Construction Management	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
Multnomah County Traffic Signals and Field Devices	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Traffic Signals and Field Devices	-- Not Selected
ODOT Transportation Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	
Other Cities in Clackamas County Traffic Signals and Field Devices	
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Signals and Field Devices	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
TriMet Field Devices	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
Washington County Traffic Signals and Field Devices	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected

Railroad Operations Coordination (ATMS15) -- Planned

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

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.

Once the TATII Message Broker is operational, information that affects at-grade rail intersections can be fed into TATII by heavy rail operators (e.g. train schedules, crossing maintenance) and transportation agencies (e.g. crossing maintenance).

511 Traveler Information Phone Number	-- Not Selected
City of Beaverton Traffic Operations Center	-- Not Selected
City of Beaverton Traffic Signals and Field Devices	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Gresham Traffic Signals and Field Devices	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Signals and Field Devices	-- Not Selected
City of Lake Oswego Traffic Signals and Field Devices	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Traffic Signals and Field Devices	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected
Clackamas County Traffic Signals and Field Devices	-- Not Selected
Heavy Rail Operations	
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
Multnomah County Traffic Signals and Field Devices	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Traffic Signals and Field Devices	-- Not Selected
ODOT Transportation Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Signals and Field Devices	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
TATII Message Broker	
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
Washington County Traffic Signals and Field Devices	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

Parking Facility Management (ATMS16) -- Existing/Planned

This market package provides enhanced monitoring and management of parking facilities. It assists in the management of parking operations, coordinates with transportation authorities, and supports electronic collection of parking fees. This market package collects current parking status, shares this data with Information Service Providers and Traffic Management, and collects parking fees using the same in-vehicle equipment utilized for electronic toll collection or contact or proximity traveler cards used for electronic payment. Two other market packages, APTS4: Transit Passenger and Fare Management and ATMS10: Electronic Toll Collection also provide electronic payment services. These three market packages in combination provide an integrated electronic payment system for transportation services.

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

The Port of Portland has a parking management system in place that includes electronic payment for all facilities and wayfinding by level in the short-term parking garage. They plan to expand the wayfinding system in the garage to include individual parking spaces. The City of Portland uses electronic payment at its parking meters and for monthly pass holders in their Smart Park garages. TriMet plans to monitor their park and ride facilities in the future and provide parking availability information to travelers.

City of Beaverton Traffic Operations Center	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Portland Parking Management	
City of Portland Traffic Operations Center	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Transportation Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Personal Vehicles (Public at Large)	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Parking Management	
TriMet Fixed-Route Buses	-- Not Selected
TriMet Parking Management	
Washington County Traffic Operations Center	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected

Regional Parking Management (ATMS17) -- Future

This market package supports coordination between parking facilities to enable regional parking management strategies.

The potential development of a smart card in the future will allow travelers to electronically pay for parking at any publicly-owned facility in the area regardless of which agency owns the facility.

511 Traveler Information Phone Number	-- Not Selected
Amtrak Operations	-- Not Selected
City of Beaverton Traffic Operations Center	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Portland Parking Management	
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Transportation Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Port of Portland Airport Parking Management	
TATH Message Broker	-- Not Selected
TriMet Parking Management	
TriMet Transit Operations and Dispatch Centers	-- Not Selected
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

Reversible Lane Management (ATMS18) -- Not Planned

This market package provides for the management of reversible lane facilities. In addition to standard surveillance capabilities, this market package includes sensory functions that detect wrong-way vehicles and other special surveillance capabilities that mitigate safety hazards associated with reversible lanes. The package includes the field equipment, physical lane access controls, and associated control electronics that manage and control these special lanes. This market package also includes the equipment used to electronically reconfigure intersections and manage right-of-way to address dynamic demand changes and special events.

City of Beaverton Traffic Operations Center	-- Not Selected
City of Beaverton Traffic Signals and Field Devices	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Gresham Traffic Signals and Field Devices	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Signals and Field Devices	-- Not Selected
City of Lake Oswego Traffic Signals and Field Devices	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Traffic Signals and Field Devices	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected
Clackamas County Traffic Signals and Field Devices	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
Multnomah County Traffic Signals and Field Devices	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Traffic Signals and Field Devices	-- Not Selected
ODOT Transportation Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Signals and Field Devices	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
Washington County Traffic Signals and Field Devices	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected

Speed Monitoring (ATMS19) -- Existing/Planned

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

This market package monitors the speeds of vehicles traveling through a roadway system. If the speed is determine 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.

A few agencies within the region currently use driver feedback signs to display a vehicle's speed compared to the posted speed. Other agencies plan to add speed monitoring in additional locations.

City of Beaverton Traffic Operations Center	-- Not Selected
City of Beaverton Traffic Signals and Field Devices	
City of Gresham Traffic Operations Center	-- Not Selected
City of Gresham Traffic Signals and Field Devices	
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Signals and Field Devices	
City of Lake Oswego Traffic Signals and Field Devices	
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Traffic Signals and Field Devices	
Clackamas County Traffic Operations Center	-- Not Selected
Clackamas County Traffic Signals and Field Devices	
Maintenance and Construction Management	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
Multnomah County Traffic Signals and Field Devices	
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Traffic Signals and Field Devices	
ODOT Transportation Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Signals and Field Devices	
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Signals and Field Devices	
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Signals and Field Devices	
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
Washington County Traffic Signals and Field Devices	
WSDOT Regional Traffic Operations Center	-- Not Selected

Drawbridge Management (ATMS20) -- Existing

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 apprised of current and forecasted drawbridge status.

ODOT manages the I-5 bridge over the Columbia River and Multnomah County manages the bridges over the Willamette River.

511 Traveler Information Phone Number	-- Not Selected
City of Beaverton Traffic Operations Center	-- Not Selected
City of Beaverton Traffic Signals and Field Devices	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Gresham Traffic Signals and Field Devices	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Signals and Field Devices	-- Not Selected
City of Lake Oswego Traffic Signals and Field Devices	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

City of Portland Traffic Signals and Field Devices	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected
Clackamas County Traffic Signals and Field Devices	-- Not Selected
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Multnomah County Bridge Operations Centers	
Multnomah County Traffic Operations Center	-- Not Selected
Multnomah County Traffic Signals and Field Devices	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Traffic Signals and Field Devices	-- Not Selected
ODOT Transportation Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Signals and Field Devices	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
TATH Message Broker	-- Not Selected
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
Washington County Traffic Signals and Field Devices	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

Roadway Closure Management (ATMS21) -- Future

This market package closes roadways to vehicular traffic when driving conditions are unsafe, maintenance must be performed, and other scenarios where access to the roadway must be prohibited. The market package includes automatic or remotely controlled gates or barriers that control access to roadway segments including ramps and traffic lanes. Remote control systems allow the gates to be controlled from a central location or from a vehicle at the gate/barrier location, improving system efficiency and reducing personnel exposure to unsafe conditions during severe weather and other situations where roads must be closed. Surveillance systems allow operating personnel to visually verify the safe activation of the closure system and driver information systems (e.g., DMS) provide closure information to motorists in the vicinity of the closure. The equipment managed by this market package includes the control and monitoring systems, the field devices (e.g., gates, warning lights, DMS, CCTV cameras) at the closure location(s), and the information systems that notify other systems of a closure. This market package covers general road closure applications; specific closure systems that are used at railroad grade crossings, drawbridges, reversible lanes, etc. are covered by other ATMS market packages.

Clackamas County and Multnomah County both have flood and/or slide areas where they may deploy roadway closure systems in the future.

511 Traveler Information Phone Number	-- Not Selected
911 Dispatch Centers	-- Not Selected
Ambulances	-- Not Selected
Amtrak Operations	-- Not Selected
City Fire Vehicles	-- Not Selected
City of Beaverton Traffic Operations Center	-- Not Selected
City of Beaverton Traffic Signals and Field Devices	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Gresham Traffic Signals and Field Devices	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Signals and Field Devices	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

City of Lake Oswego Traffic Signals and Field Devices	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Traffic Signals and Field Devices	-- Not Selected
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
City Police Vehicles	-- Not Selected
Clackamas County Traffic Operations Center	
Clackamas County Traffic Signals and Field Devices	
Commercial Salvage and Towing Vehicles	-- Not Selected
County Emergency Operations Centers	-- Not Selected
County Fire Vehicles	-- Not Selected
County Sheriff Vehicles	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Maintenance and Construction Vehicles	-- Not Selected
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Incident Response Vehicles	-- Not Selected
Multnomah County Traffic Operations Center	
Multnomah County Traffic Signals and Field Devices	
ODOT COMET Freeway Service Patrol Vehicles	-- Not Selected
ODOT HazMat Vehicles	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Traffic Signals and Field Devices	-- Not Selected
ODOT Transportation Operations Centers	-- Not Selected
Oregon State Police Dispatch Center	-- Not Selected
Oregon State Police Vehicles	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Signals and Field Devices	-- Not Selected
PDCC Message Broker	-- Not Selected
PDCC Mobile Dispatch Center	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Emergency Vehicles	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Statewide Emergency Services System	-- Not Selected
TATII Message Broker	-- Not Selected
TriMet Supervisory Vehicles	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
Washington County Traffic Signals and Field Devices	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)****Maintenance and Construction Vehicle and Equipment Tracking (MC01) -- Future**

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.

Automated systems are not in use today because of the large cost and limited benefits. These systems support emergency management operations more than the day-to-day operations. As technology advances and becomes more affordable automated systems will likely be added to many maintenance and construction vehicles.

Maintenance and Construction Management

Maintenance and Construction Vehicles

Personal Vehicles (Public at Large)

-- Not Selected

TriMet Fixed-Route Buses

-- Not Selected

Maintenance and Construction Vehicle Maintenance (MC02) -- Future

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.

Agencies will consider the use of this market package in the future when the technology has been developed and provides a high benefit-to-cost ratio.

Maintenance and Construction Management

Maintenance and Construction Vehicles

Personal Vehicles (Public at Large)

-- Not Selected

TriMet Fixed-Route Buses

-- Not Selected

Road Weather Data Collection (MC03) -- Existing/Planned

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.

Road weather data is currently collected by a limited number of agencies, but many agencies plan to add weather stations at key locations within the next 10 years.

511 Traveler Information Phone Number

-- Not Selected

911 Dispatch Centers

-- Not Selected

Ambulances

-- Not Selected

Amtrak Operations

-- Not Selected

Amtrak Trains

-- Not Selected

City Fire Vehicles

-- Not Selected

City of Beaverton Traffic Operations Center

City of Beaverton Traffic Signals and Field Devices

City of Gresham Traffic Operations Center

City of Gresham Traffic Signals and Field Devices

City of Hillsboro Traffic Operations Center

-- Not Selected

City of Hillsboro Traffic Signals and Field Devices

-- Not Selected

City of Lake Oswego Traffic Signals and Field Devices

-- Not Selected

City of Portland Aerial Tram

-- Not Selected

City of Portland Streetcar Vehicles

-- Not Selected

City of Portland Traffic Operations Center

City of Portland Traffic Signals and Field Devices

City of Portland Transit Operations and Dispatch Center

-- Not Selected

City of Wilsonville SMART Fixed-Route Buses

-- Not Selected

City of Wilsonville SMART Paratransit Vehicles

-- Not Selected

City of Wilsonville SMART Transit Operations and Dispatch Center

-- Not Selected

City Police Vehicles

-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Clackamas County Traffic Operations Center	
Clackamas County Traffic Signals and Field Devices	
Commercial Salvage and Towing Vehicles	-- Not Selected
County Emergency Operations Centers	-- Not Selected
County Fire Vehicles	-- Not Selected
County Sheriff Vehicles	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	
Maintenance and Construction Vehicles	-- Not Selected
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Incident Response Vehicles	-- Not Selected
Multnomah County Traffic Operations Center	
Multnomah County Traffic Signals and Field Devices	
NOAA National Weather Service	-- Not Selected
ODOT COMET Freeway Service Patrol Vehicles	-- Not Selected
ODOT HazMat Vehicles	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	
ODOT Traffic Signals and Field Devices	
ODOT Transportation Operations Centers	
Oregon State Police Dispatch Center	-- Not Selected
Oregon State Police Vehicles	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Signals and Field Devices	-- Not Selected
PDCC Message Broker	-- Not Selected
PDCC Mobile Dispatch Center	-- Not Selected
Personal Vehicles (Public at Large)	-- Not Selected
Port of Portland Airport Communications Center	
Port of Portland Airport Emergency Vehicles	-- Not Selected
Port of Portland Airport Field Devices	
Port of Portland Airport Parking Shuttle Buses	-- Not Selected
Statewide Emergency Services System	-- Not Selected
TATII Message Broker	-- Not Selected
TriMet Commuter Rail	-- Not Selected
TriMet Fixed-Route Buses	-- Not Selected
TriMet LIFT/ATP Paratransit Vehicles	-- Not Selected
TriMet MAX Trains	-- Not Selected
TriMet Supervisory Vehicles	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
Washington County Traffic Operations Center	
Washington County Traffic Signals and Field Devices	
WSDOT Regional Traffic Operations Center	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)****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.

Yellow Pages Service Providers	-- Not Selected
511 Traveler Information Phone Number	
911 Dispatch Centers	-- Not Selected
Amtrak Operations	-- Not Selected
Broadcast Media for Portland/Vancouver Area	
City of Beaverton Traffic Operations Center	
City of Gresham Traffic Operations Center	
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Portland Traffic Operations Center	
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
Clackamas County Traffic Operations Center	
County Emergency Operations Centers	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Heavy Rail Operations	-- Not Selected
Local Agency Websites	
Maintenance and Construction Management	
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
NOAA National Weather Service	
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	
ODOT Transportation Operations Centers	
Oregon State Police Dispatch Center	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
PDCC Message Broker	-- Not Selected
PDCC Mobile Dispatch Center	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Statewide Emergency Services System	-- Not Selected
TATII Message Broker	
TriMet Transit Operations and Dispatch Centers	
TriMet Website	
TripCheck	
Washington County Traffic Operations Center	
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

Roadway Automated Treatment (MC05) -- Existing/Future

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

This market package automatically treats a roadway section based on environmental or atmospheric conditions. Treatments include fog dispersion, anti-icing chemicals, etc. The market package includes the environmental sensors that detect adverse conditions, the automated treatment system itself, and driver information systems (e.g., dynamic message signs) that warn drivers when the treatment system is activated.

ODOT has this system deployed at the Court Creek crossing. Multnomah County may deploy these systems on their bridges in the future.

City of Beaverton Traffic Signals and Field Devices	-- Not Selected
City of Gresham Traffic Signals and Field Devices	-- Not Selected
City of Hillsboro Traffic Signals and Field Devices	-- Not Selected
City of Lake Oswego Traffic Signals and Field Devices	-- Not Selected
City of Portland Traffic Signals and Field Devices	-- Not Selected
Clackamas County Traffic Signals and Field Devices	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Multnomah County Bridge Operations Centers	
Multnomah County Traffic Signals and Field Devices	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Signals and Field Devices	
Other Cities in Clackamas County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Multnomah County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Washington County Traffic Signals and Field Devices	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Washington County Traffic Signals and Field Devices	-- Not Selected

Winter Maintenance (MC06) -- Existing/Planned

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.

This market package will be utilized in the future after more weather stations have been deployed and after more affordable technology has been developed to support this market package.

511 Traveler Information Phone Number	-- Not Selected
911 Dispatch Centers	-- Not Selected
Amtrak Operations	-- Not Selected
Broadcast Media for Portland/Vancouver Area	-- Not Selected
City of Beaverton Traffic Operations Center	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected
County Emergency Operations Centers	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	
Maintenance and Construction Vehicles	
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
NOAA National Weather Service	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

ODOT Transportation Operations Centers	-- Not Selected
Oregon State Police Dispatch Center	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
PDCC Message Broker	-- Not Selected
PDCC Mobile Dispatch Center	-- Not Selected
Personal Vehicles (Public at Large)	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Statewide Emergency Services System	-- Not Selected
TATII Message Broker	-- Not Selected
TriMet Fixed-Route Buses	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

Roadway Maintenance and Construction (MC07) -- Existing/Future

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.

Some existing systems currently provide limited automated notification of non-routine maintenance needs. For example, a traffic signal controller may communicate through a central signal system that a detector loop is not working. Most agencies will wait to deploy maintenance scheduling systems until the technology is readily available.

911 Dispatch Centers	-- Not Selected
City of Beaverton Traffic Operations Center	-- Not Selected
City of Beaverton Traffic Signals and Field Devices	
City of Gresham Traffic Operations Center	-- Not Selected
City of Gresham Traffic Signals and Field Devices	
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Signals and Field Devices	
City of Lake Oswego Traffic Signals and Field Devices	
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Traffic Signals and Field Devices	
Clackamas County Traffic Operations Center	-- Not Selected
Clackamas County Traffic Signals and Field Devices	
County Emergency Operations Centers	-- Not Selected
Maintenance and Construction Management	
Maintenance and Construction Vehicles	
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	
Multnomah County Traffic Operations Center	-- Not Selected
Multnomah County Traffic Signals and Field Devices	
NOAA National Weather Service	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Traffic Signals and Field Devices	

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

ODOT Transportation Operations Centers	-- Not Selected
Oregon State Police Dispatch Center	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Signals and Field Devices	
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Signals and Field Devices	
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Signals and Field Devices	
PDCC Message Broker	-- Not Selected
PDCC Mobile Dispatch Center	-- Not Selected
Personal Vehicles (Public at Large)	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	
Statewide Emergency Services System	-- Not Selected
TriMet Fixed-Route Buses	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
Washington County Traffic Signals and Field Devices	
WSDOT Regional Traffic Operations Center	-- Not Selected

Work Zone Management (MC08) -- Existing/Planned

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.

ITS is used in a number of ways today in work zones: posting of delay messages on permanent or portable dynamic message signs, variable speed signs, CCTV camera monitoring, posting of information online at TripCheck or local agency websites, etc. As new construction projects are budgeted, planned and designed, ITS should be built into the project to support the management of the work zone.

511 Traveler Information Phone Number	
911 Dispatch Centers	-- Not Selected
Amtrak Operations	-- Not Selected
Broadcast Media for Portland/Vancouver Area	-- Not Selected
City of Beaverton Traffic Operations Center	
City of Beaverton Traffic Signals and Field Devices	
City of Gresham Traffic Operations Center	
City of Gresham Traffic Signals and Field Devices	
City of Hillsboro Traffic Operations Center	
City of Hillsboro Traffic Signals and Field Devices	
City of Lake Oswego Traffic Signals and Field Devices	
City of Portland Traffic Operations Center	
City of Portland Traffic Signals and Field Devices	
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
Clackamas County Traffic Operations Center	
Clackamas County Traffic Signals and Field Devices	
County Emergency Operations Centers	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Local Agency Websites	
Maintenance and Construction Management	

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Maintenance and Construction Vehicles	-- Not Selected
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	
Multnomah County Traffic Signals and Field Devices	
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	
ODOT Traffic Signals and Field Devices	
ODOT Transportation Operations Centers	-- Not Selected
Oregon State Police Dispatch Center	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	
Other Cities in Clackamas County Traffic Signals and Field Devices	
Other Cities in Multnomah County Traffic Operations Centers	
Other Cities in Multnomah County Traffic Signals and Field Devices	
Other Cities in Washington County Traffic Operations Centers	
Other Cities in Washington County Traffic Signals and Field Devices	
PDCC Message Broker	-- Not Selected
PDCC Mobile Dispatch Center	-- Not Selected
Port of Portland Airport Communications Center	
Port of Portland Airport Field Devices	
Statewide Emergency Services System	-- Not Selected
TATII Message Broker	
TriMet Transit Operations and Dispatch Centers	-- Not Selected
TriMet Website	-- Not Selected
TripCheck	
Washington County Traffic Operations Center	
Washington County Traffic Signals and Field Devices	
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

Work Zone Safety Monitoring (MC09) -- Existing/Future

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).

ODOT has utilized overheight vehicle warning systems to alert work zone crews of potential safety hazards. Regional transportation agencies should plan to use safety monitoring systems in future construction projects.

City of Beaverton Traffic Signals and Field Devices	-- Not Selected
City of Gresham Traffic Signals and Field Devices	-- Not Selected
City of Hillsboro Traffic Signals and Field Devices	-- Not Selected
City of Lake Oswego Traffic Signals and Field Devices	-- Not Selected
City of Portland Traffic Signals and Field Devices	-- Not Selected
Clackamas County Traffic Signals and Field Devices	-- Not Selected
Maintenance and Construction Management	
Maintenance and Construction Vehicles	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Signals and Field Devices	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Signals and Field Devices	
Other Cities in Clackamas County Traffic Signals and Field Devices	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Other Cities in Multnomah County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Washington County Traffic Signals and Field Devices	-- Not Selected
Personal Vehicles (Public at Large)	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
TriMet Fixed-Route Buses	-- Not Selected
Washington County Traffic Signals and Field Devices	-- Not Selected

Maintenance and Construction Activity Coordination (MC10) -- Existing/Programmed

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.

Maintenance and construction information is already disseminated through traveler information systems today to some degree. The regional vision for coordinating activities between agencies and utility companies is to use the TATII Message Broker.

511 Traveler Information Phone Number	-- Not Selected
911 Dispatch Centers	
Amtrak Operations	-- Not Selected
Broadcast Media for Portland/Vancouver Area	-- Not Selected
City of Beaverton Traffic Operations Center	
City of Gresham Traffic Operations Center	
City of Hillsboro Traffic Operations Center	
City of Portland Traffic Operations Center	
City of Portland Transit Operations and Dispatch Center	
City of Wilsonville SMART Transit Operations and Dispatch Center	
Clackamas County Traffic Operations Center	
County Emergency Operations Centers	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Heavy Rail Operations	-- Not Selected
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	
ODOT Transportation Operations Centers	
Oregon State Police Dispatch Center	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	
Other Cities in Multnomah County Traffic Operations Centers	
Other Cities in Washington County Traffic Operations Centers	
PDCC Message Broker	-- Not Selected
PDCC Mobile Dispatch Center	-- Not Selected
Port of Portland Airport Communications Center	
Port of Portland Airport Field Devices	-- Not Selected
Statewide Emergency Services System	-- Not Selected
TATII Message Broker	
TriMet Transit Operations and Dispatch Centers	
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
Washington County Traffic Operations Center	
WSDOT Regional Traffic Operations Center	
Yellow Pages Service Providers	-- Not Selected

Transit Vehicle Tracking (APTS1) -- Existing

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

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. *Fixed-route buses, paratransit vehicles, and Streetcar are tracked by devices on the actual vehicles whereas the operations center tracks MAX trains through the use of sensors in the tracks. The City of Wilsonville currently does not have plans to track their vehicles.*

511 Traveler Information Phone Number	-- Not Selected
Amtrak Operations	-- Not Selected
Amtrak Trains	-- Not Selected
City of Portland Aerial Tram	-- Not Selected
City of Portland Streetcar Vehicles	
City of Portland Transit Operations and Dispatch Center	
City of Wilsonville SMART Fixed-Route Buses	-- Not Selected
City of Wilsonville SMART Paratransit Vehicles	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Local Agency Websites	-- Not Selected
Personal Vehicles (Public at Large)	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Port of Portland Airport Parking Shuttle Buses	-- Not Selected
TATII Message Broker	-- Not Selected
TriMet Commuter Rail	-- Not Selected
TriMet Fixed-Route Buses	
TriMet LIFT/ATP Paratransit Vehicles	
TriMet MAX Trains	
TriMet Transit Operations and Dispatch Centers	
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

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.

511 Traveler Information Phone Number	-- Not Selected
Amtrak Operations	-- Not Selected
Amtrak Trains	-- Not Selected
City of Beaverton Traffic Operations Center	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Portland Aerial Tram	-- Not Selected
City of Portland Streetcar Vehicles	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Fixed-Route Buses	-- Not Selected
City of Wilsonville SMART Paratransit Vehicles	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Clackamas County Traffic Operations Center	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Transportation Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Port of Portland Airport Parking Shuttle Buses	-- Not Selected
TATII Message Broker	-- Not Selected
TriMet Commuter Rail	-- Not Selected
TriMet Fixed-Route Buses	
TriMet LIFT/ATP Paratransit Vehicles	-- Not Selected
TriMet MAX Trains	
TriMet Transit Operations and Dispatch Centers	
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

Demand Response Transit Operations (APTS3) -- Existing

This market package performs vehicle routing and scheduling as well as automatic operator assignment and monitoring for demand responsive transit services. In addition, this market package performs similar functions to support dynamic features of flexible-route transit services. This package monitors the current status of the transit fleet and supports allocation of these fleet resources to service incoming requests for transit service while also considering traffic conditions. The Transit Management Subsystem provides the necessary data processing and information display to assist the transit operator in making optimal use of the transit fleet. This service includes the capability for a traveler request for personalized transit services to be made through the Information Service Provider (ISP) Subsystem. The ISP may either be operated by a transit management center or be independently owned and operated by a separate service provider. In the first scenario, the traveler makes a direct request to a specific paratransit service. In the second scenario, a third party service provider determines that the paratransit service is a viable means of satisfying a traveler request and makes a reservation for the traveler.

511 Traveler Information Phone Number	-- Not Selected
Amtrak Operations	-- Not Selected
Amtrak Trains	-- Not Selected
City of Beaverton Traffic Operations Center	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Portland Aerial Tram	-- Not Selected
City of Portland Streetcar Vehicles	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Fixed-Route Buses	-- Not Selected
City of Wilsonville SMART Paratransit Vehicles	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Transportation Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Port of Portland Airport Parking Shuttle Buses	-- Not Selected
TATII Message Broker	-- Not Selected
TriMet Commuter Rail	-- Not Selected
TriMet Fixed-Route Buses	-- Not Selected
TriMet LIFT/ATP Paratransit Vehicles	
TriMet MAX Trains	-- Not Selected
TriMet Transit Operations and Dispatch Centers	
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

Transit Passenger and Fare Management (APTS4) -- Future

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.

Although TriMet collects electronic fares through ticket vending machines at platforms/stops, electronic fare collection is not currently available on-board the vehicle. The development of a smart card in the future may make it possible to pay fares on-board for any transit service or pay fares at parking facilities throughout the Portland area. The development of such a system/smart card will likely follow successful deployments in other parts of the country.

511 Traveler Information Phone Number	-- Not Selected
Amtrak Operations	-- Not Selected
Amtrak Trains	-- Not Selected
City of Portland Aerial Tram	
City of Portland Streetcar Vehicles	
City of Portland Transit Operations and Dispatch Center	
City of Wilsonville SMART Fixed-Route Buses	
City of Wilsonville SMART Paratransit Vehicles	
City of Wilsonville SMART Transit Operations and Dispatch Center	
C-TRAN Transit Operations and Dispatch Center	
Local Agency Websites	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Port of Portland Airport Parking Shuttle Buses	-- Not Selected
Special Event Promoters Field Devices	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

TATII Message Broker	-- Not Selected
TriMet Commuter Rail	
TriMet Field Devices	-- Not Selected
TriMet Fixed-Route Buses	
TriMet LIFT/ATP Paratransit Vehicles	
TriMet MAX Trains	
TriMet Transit Operations and Dispatch Centers	
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

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.

511 Traveler Information Phone Number	-- Not Selected
911 Dispatch Centers	-- Not Selected
Amtrak Operations	-- Not Selected
Amtrak Trains	-- Not Selected
Broadcast Media for Portland/Vancouver Area	-- Not Selected
City of Portland Aerial Tram	-- Not Selected
City of Portland Streetcar Vehicles	-- Not Selected
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Fixed-Route Buses	-- Not Selected
City of Wilsonville SMART Paratransit Vehicles	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
County Emergency Operations Centers	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Heavy Rail Operations	-- Not Selected
Local Agency Websites	-- Not Selected
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
Oregon State Police Dispatch Center	-- Not Selected
Other Emergency Management Operations	-- Not Selected
PDCC Message Broker	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

PDCC Mobile Dispatch Center	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Port of Portland Airport Parking Shuttle Buses	-- Not Selected
Special Event Promoters Field Devices	-- Not Selected
Statewide Emergency Services System	-- Not Selected
TATII Message Broker	-- Not Selected
TriMet Commuter Rail	
TriMet Field Devices	
TriMet Fixed-Route Buses	
TriMet LIFT/ATP Paratransit Vehicles	
TriMet MAX Trains	
TriMet Security Surveillance	
TriMet Transit Operations and Dispatch Centers	
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
U.S. Coast Guard	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

Transit Maintenance (APTS6) -- Future

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.

Although TriMet manually monitors their fleet today, affordable technology to monitor on-board systems and automatically schedule maintenance has not occurred. This is definitely a system TriMet would like to utilize in the future once it is available.

Amtrak Operations	-- Not Selected
Amtrak Trains	-- Not Selected
City of Portland Aerial Tram	-- Not Selected
City of Portland Streetcar Vehicles	-- Not Selected
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Fixed-Route Buses	-- Not Selected
City of Wilsonville SMART Paratransit Vehicles	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Port of Portland Airport Parking Shuttle Buses	-- Not Selected
TriMet Commuter Rail	
TriMet Fixed-Route Buses	
TriMet LIFT/ATP Paratransit Vehicles	
TriMet MAX Trains	
TriMet Transit Operations and Dispatch Centers	

Multi-modal Coordination (APTS7) -- Existing/Planned

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.

This market package includes transit signal priority (TSP), which TriMet and the City of Portland have implemented at a number of traffic signals. TriMet plans to expand TSP to other traffic signals throughout the region. MAX trains, Streetcar, and Commuter Rail all directly interface with traffic signals through sensors in the tracks.

Amtrak Operations	-- Not Selected
Amtrak Trains	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

City of Beaverton Traffic Operations Center	-- Not Selected
City of Beaverton Traffic Signals and Field Devices	
City of Gresham Traffic Operations Center	-- Not Selected
City of Gresham Traffic Signals and Field Devices	
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Signals and Field Devices	
City of Lake Oswego Traffic Signals and Field Devices	
City of Portland Aerial Tram	-- Not Selected
City of Portland Parking Management	-- Not Selected
City of Portland Streetcar Vehicles	
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Traffic Signals and Field Devices	
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Fixed-Route Buses	-- Not Selected
City of Wilsonville SMART Paratransit Vehicles	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected
Clackamas County Traffic Signals and Field Devices	
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
Multnomah County Traffic Signals and Field Devices	
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Traffic Signals and Field Devices	
ODOT Transportation Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Signals and Field Devices	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Port of Portland Airport Parking Management	-- Not Selected
Port of Portland Airport Parking Shuttle Buses	-- Not Selected
TriMet Commuter Rail	
TriMet Fixed-Route Buses	
TriMet LIFT/ATP Paratransit Vehicles	-- Not Selected
TriMet MAX Trains	
TriMet Parking Management	-- Not Selected
TriMet Transit Operations and Dispatch Centers	
Washington County Traffic Operations Center	-- Not Selected
Washington County Traffic Signals and Field Devices	
WSDOT Regional Traffic Operations Center	-- Not Selected

Transit Traveler Information (APTS8) -- Existing

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

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.

In addition to transit agency-owned infrastructure, the Port of Portland displays real-time MAX train information in the baggage claim area and the Rose Garden displays real-time MAX train information outside the Rose Garden.

511 Traveler Information Phone Number	-- Not Selected
Amtrak Operations	-- Not Selected
Amtrak Trains	-- Not Selected
Broadcast Media for Portland/Vancouver Area	-- Not Selected
City of Portland Aerial Tram	-- Not Selected
City of Portland Streetcar Vehicles	
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Fixed-Route Buses	-- Not Selected
City of Wilsonville SMART Paratransit Vehicles	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Local Agency Websites	-- Not Selected
Port of Portland Airport Field Devices	
Port of Portland Airport Parking Shuttle Buses	-- Not Selected
Special Event Promoters Field Devices	
TATII Message Broker	-- Not Selected
TriMet Commuter Rail	-- Not Selected
TriMet Field Devices	
TriMet Fixed-Route Buses	
TriMet LIFT/ATP Paratransit Vehicles	-- Not Selected
TriMet MAX Trains	
TriMet Transit Operations and Dispatch Centers	-- Not Selected
TriMet Website	
TripCheck	-- Not Selected
User Devices	
Yellow Pages Service Providers	-- Not Selected

Broadcast Traveler Information (ATIS1) -- Planned

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.

511 Traveler Information Phone Number	-- Not Selected
911 Dispatch Centers	-- Not Selected
Amtrak Operations	-- Not Selected
Broadcast Media for Portland/Vancouver Area	
City of Beaverton Traffic Operations Center	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Portland Parking Management	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Clackamas County Traffic Operations Center	-- Not Selected
County Emergency Operations Centers	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Emissions Management	-- Not Selected
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
NOAA National Weather Service	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Transportation Operations Centers	-- Not Selected
Oregon State Police Dispatch Center	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
PDCC Message Broker	-- Not Selected
PDCC Mobile Dispatch Center	-- Not Selected
Personal Vehicles (Public at Large)	
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Port of Portland Airport Parking Management	-- Not Selected
Special Event Promoters	-- Not Selected
Special Event Promoters Field Devices	-- Not Selected
Statewide Emergency Services System	-- Not Selected
TATII Message Broker	-- Not Selected
Toll Administration	-- Not Selected
TriMet Field Devices	-- Not Selected
TriMet Fixed-Route Buses	-- Not Selected
TriMet Parking Management	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
User Devices	
Washington County Traffic Operations Center	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

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.

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

511 Traveler Information Phone Number	
911 Dispatch Centers	-- Not Selected
Amtrak Operations	-- Not Selected
Broadcast Media for Portland/Vancouver Area	
City of Beaverton Traffic Operations Center	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Portland Parking Management	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected
County Emergency Operations Centers	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Emissions Management	-- Not Selected
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
NOAA National Weather Service	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Transportation Operations Centers	-- Not Selected
Oregon State Police Dispatch Center	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
PDCC Message Broker	-- Not Selected
PDCC Mobile Dispatch Center	-- Not Selected
Personal Vehicles (Public at Large)	
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	
Port of Portland Airport Parking Management	-- Not Selected
Special Event Promoters	-- Not Selected
Special Event Promoters Field Devices	-- Not Selected
Statewide Emergency Services System	-- Not Selected
TATII Message Broker	-- Not Selected
Toll Administration	-- Not Selected
TriMet Field Devices	
TriMet Fixed-Route Buses	-- Not Selected
TriMet Parking Management	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected
TriMet Website	
TripCheck	
User Devices	
Washington County Traffic Operations Center	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

Autonomous Route Guidance (ATIS3) -- Existing

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

This market package relies on in-vehicle sensory, location determination, computational, map database, and interactive driver interface equipment to enable route planning and detailed route guidance based on static, stored information. No communication with the infrastructure is assumed or required. Identical capabilities are available to the traveler outside the vehicle by integrating a similar suite of equipment into portable devices.

Most automobile manufacturers offer interactive navigational systems as optional equipment on most personal vehicles. A number of fire and police vehicles are currently equipped with mobile data terminals that provide static route guidance to a specified address.

Ambulances	-- Not Selected
Amtrak Trains	-- Not Selected
City Fire Vehicles	
City of Portland Aerial Tram	-- Not Selected
City of Portland Streetcar Vehicles	-- Not Selected
City of Wilsonville SMART Fixed-Route Buses	-- Not Selected
City of Wilsonville SMART Paratransit Vehicles	-- Not Selected
City Police Vehicles	
Commercial Salvage and Towing Vehicles	-- Not Selected
County Fire Vehicles	
County Sheriff Vehicles	
Maintenance and Construction Vehicles	-- Not Selected
Multnomah County Incident Response Vehicles	-- Not Selected
ODOT COMET Freeway Service Patrol Vehicles	-- Not Selected
ODOT HazMat Vehicles	-- Not Selected
Oregon State Police Vehicles	
Personal Vehicles (Public at Large)	
Port of Portland Airport Emergency Vehicles	-- Not Selected
Port of Portland Airport Parking Shuttle Buses	-- Not Selected
TriMet Commuter Rail	-- Not Selected
TriMet Fixed-Route Buses	-- Not Selected
TriMet LIFT/ATP Paratransit Vehicles	-- Not Selected
TriMet MAX Trains	-- Not Selected
TriMet Supervisory Vehicles	-- Not Selected
User Devices	-- Not Selected

Dynamic Route Guidance (ATIS4) -- Planned

This market package offers advanced route planning and guidance that is responsive to current conditions. The package combines the autonomous route guidance user equipment with a digital receiver capable of receiving real-time traffic, transit, and road condition information, which is considered by the user equipment in provision of route guidance.

When the technology and communications are available to support dynamic route guidance, the TATII Message Broker will be the medium through which real-time traveler information will be funneled to navigation systems.

511 Traveler Information Phone Number	-- Not Selected
Amtrak Operations	-- Not Selected
City of Beaverton Traffic Operations Center	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Multnomah County Traffic Operations Center	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Transportation Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Personal Vehicles (Public at Large)	
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
TATII Message Broker	
TriMet Fixed-Route Buses	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
User Devices	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

ISP Based Trip Planning and Route Guidance (ATIS5) -- Existing

This market package offers the user trip planning and en-route guidance services. It generates a trip plan, including a multimodal route and associated service information (e.g., parking information), based on traveler preferences and constraints. Routes may be based on static information or reflect real time network conditions. Unlike ATIS3 and ATIS4, where the user equipment determines the route, the route determination functions are performed in the Information Service Provider Subsystem in this market package. The trip plan may be confirmed by the traveler and advanced payment and reservations for transit and alternate mode (e.g., airline, rail, and ferry) trip segments, and ancillary services (e.g., parking reservations) are accepted and processed. The confirmed trip plan may include specific routing information that can be supplied to the traveler as general directions or as turn-by-turn route guidance depending on the level of user equipment.

511 Traveler Information Phone Number	-- Not Selected
Amtrak Operations	-- Not Selected
City of Beaverton Traffic Operations Center	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Portland Parking Management	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Local Agency Websites	
Maintenance and Construction Management	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Transportation Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Personal Vehicles (Public at Large)	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Port of Portland Airport Field Devices	-- Not Selected
Port of Portland Airport Parking Management	-- Not Selected
Special Event Promoters Field Devices	-- Not Selected
TATII Message Broker	
TriMet Field Devices	-- Not Selected
TriMet Fixed-Route Buses	-- Not Selected
TriMet Parking Management	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected
TriMet Website	
TripCheck	
User Devices	
Washington County Traffic Operations Center	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

Integrated Transportation Management/Route Guidance (ATIS6) -- Not Planned

This market package provides advanced route planning and guidance which is responsive to current conditions, and supports collection of near-real time information on intended routes for a proportion of the vehicles in the network. This comprehensive road network probe information can be used by the Traffic Management Subsystem to optimize the traffic control strategy based on anticipated vehicle routes. The Traffic Management Subsystem would utilize the individual and ISP route planning information to optimize signal timing while at the same time providing updated signal timing information to allow optimized route plans. The predictive link times used by this market package are provided by the market package ATMS9--Traffic Forecast and Demand Management--at the traffic management center.

511 Traveler Information Phone Number	-- Not Selected
City of Beaverton Traffic Operations Center	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Transportation Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Personal Vehicles (Public at Large)	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
TATII Message Broker	-- Not Selected
TriMet Fixed-Route Buses	-- Not Selected
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
User Devices	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

Yellow Pages and Reservation (ATIS7) -- Existing

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

This market package provides yellow pages and reservation services to the user. These additional traveler services may be provided using the same basic user equipment used for Interactive Traveler Information. This market package provides multiple ways for accessing information either while en route in a vehicle using wide-area wireless communications or pre-trip via fixed-point to fixed-point connections.

511 Traveler Information Phone Number	-- Not Selected
Local Agency Websites	-- Not Selected
Personal Vehicles (Public at Large)	
Port of Portland Airport Field Devices	-- Not Selected
Special Event Promoters Field Devices	-- Not Selected
TATII Message Broker	-- Not Selected
TriMet Field Devices	-- Not Selected
TriMet Fixed-Route Buses	-- Not Selected
TriMet Website	
TripCheck	-- Not Selected
User Devices	
Yellow Pages Service Providers	

Dynamic Ridesharing (ATIS8) -- Not Planned

This market package provides dynamic ridesharing/ride matching services to travelers. This service could allow near real time ridesharing reservations to be made through the same basic user equipment used for Interactive Traveler Information. This ridesharing/ride matching capability also includes arranging connections to transit or other multimodal services.

511 Traveler Information Phone Number	-- Not Selected
Amtrak Operations	-- Not Selected
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Local Agency Websites	-- Not Selected
Personal Vehicles (Public at Large)	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Special Event Promoters Field Devices	-- Not Selected
TATII Message Broker	-- Not Selected
TriMet Field Devices	-- Not Selected
TriMet Fixed-Route Buses	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
User Devices	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

In Vehicle Signing (ATIS9) -- Future

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.

This market package will be added in the future when the technology is available and affordable.

City of Beaverton Traffic Operations Center	-- Not Selected
City of Beaverton Traffic Signals and Field Devices	
City of Gresham Traffic Operations Center	-- Not Selected
City of Gresham Traffic Signals and Field Devices	
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Signals and Field Devices	
City of Lake Oswego Traffic Signals and Field Devices	
City of Portland Traffic Operations Center	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

City of Portland Traffic Signals and Field Devices	
Clackamas County Traffic Operations Center	-- Not Selected
Clackamas County Traffic Signals and Field Devices	
Maintenance and Construction Management	-- Not Selected
Maintenance and Construction Vehicles	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
Multnomah County Traffic Signals and Field Devices	
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Traffic Signals and Field Devices	
ODOT Transportation Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Signals and Field Devices	
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Signals and Field Devices	
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Signals and Field Devices	
Personal Vehicles (Public at Large)	
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	
TriMet Fixed-Route Buses	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
Washington County Traffic Signals and Field Devices	
WSDOT Regional Traffic Operations Center	-- Not Selected

Fleet Administration (CVO01) -- Not Planned

This market package provides the capabilities to manage a fleet of commercial vehicles. The Fleet and Freight Management subsystem provides the route for a commercial vehicle by either utilizing an in-house routing software package or an Information Service Provider. Routes generated by either approach are constrained by hazardous materials and other restrictions (such as height or weight). Any such restricted areas are determined by the Commercial Vehicle Administration. A route would be electronically sent to the Commercial Vehicle with any appropriate dispatch instructions. The location of the Commercial Vehicle can be monitored by the Fleet and Freight Management subsystem and routing changes can be made depending on current road network conditions. Once a route has been assigned, changes must be coordinated between the Fleet and Freight Management subsystem and the Commercial Vehicle. Commercial Vehicle Drivers would be alerted to any changes in route from the planned route and given an opportunity to justify a rerouting. Any unauthorized or unexpected route changes by the Commercial Vehicle will register a route deviation alert with the Fleet and Freight Management subsystem. The Fleet and Freight Management subsystem can also notify local public safety agencies of the route deviation when appropriate (e.g., if there is safety sensitive HAZMAT being carried), by sending an alarm to the Emergency Management subsystem.

511 Traveler Information Phone Number	-- Not Selected
911 Dispatch Centers	-- Not Selected
Commercial Vehicles	-- Not Selected
County Emergency Operations Centers	-- Not Selected
Local Agency Websites	-- Not Selected
Mayday Service Centers	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
Oregon State Police Dispatch Center	-- Not Selected
PDCC Message Broker	-- Not Selected
PDCC Mobile Dispatch Center	-- Not Selected
Personal Vehicles (Public at Large)	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Statewide Emergency Services System	-- Not Selected
TATII Message Broker	-- Not Selected
TriMet Fixed-Route Buses	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

Freight Administration (CVO02) -- Not Planned

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.

911 Dispatch Centers	-- Not Selected
Commercial Vehicles	-- Not Selected
County Emergency Operations Centers	-- Not Selected
Mayday Service Centers	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
Oregon State Police Dispatch Center	-- Not Selected
PDCC Message Broker	-- Not Selected
PDCC Mobile Dispatch Center	-- Not Selected
Personal Vehicles (Public at Large)	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Statewide Emergency Services System	-- Not Selected
TriMet Fixed-Route Buses	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected

Electronic Clearance (CVO03) -- Not Planned

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.

Commercial Vehicles	-- Not Selected

CV Administrative Processes (CVO04) -- Not Planned

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.

511 Traveler Information Phone Number	-- Not Selected
Local Agency Websites	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Maintenance and Construction Management	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
TATII Message Broker	-- Not Selected
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

International Border Electronic Clearance (CVO05) -- Not Planned

This market package provides for automated clearance at international border crossings. This package augments the electronic clearance package by allowing interface with customs related functions.

Commercial Vehicles	-- Not Selected

Weigh-In-Motion (CVO06) -- Existing

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.

Clackamas County uses mobile weigh-in-motion systems on key freight roadways.

Commercial Vehicles	

Roadside CVO Safety (CVO07) -- Not Planned

This market package provides for automated roadside safety monitoring and reporting. It automates commercial vehicle safety inspections at the roadside check facilities. The capabilities for performing the safety inspection are shared between this market package and the On-board CVO and Freight Safety & Security (CVO08) Market Package which enables a variety of implementation options. The basic option, directly supported by this market package, facilitates safety inspection of vehicles that have been pulled in, perhaps as a result of the automated screening process provided by the Electronic Clearance (CVO03) Market Package. In this scenario, only basic identification data and status information is read from the electronic tag on the commercial vehicle. The identification data from the tag enables access to additional safety data maintained in the infrastructure which is used to support the safety inspection, and may also inform the pull-in decision if system timing requirements can be met. More advanced implementations, supported by the On-board CVO and Freight Safety & Security (CVO08) market package, utilize additional on-board vehicle safety monitoring and reporting capabilities in the commercial vehicle to augment the roadside safety check.

Commercial Vehicles	-- Not Selected

On-board CVO and Freight Safety & Security (CVO08) -- Not Planned

This market package provides for on-board commercial vehicle safety monitoring and reporting. It is an enhancement of the Roadside CVO Safety Market Package and includes roadside support for reading on-board safety data via tags. Safety warnings are provided to the driver as a priority with secondary requirements to notify the Commercial Vehicle Check roadside elements. This market package allows for the Fleet and Freight Management subsystem to have access to the on-board safety data. In addition to safety data, this market package provides a means for monitoring the security of the Commercial Vehicle along with the cargo, containers, trailers, and other equipment that are being hauled. Commercial Vehicle on-board tamper and breach sensors provide an indication of any security irregularities and the sensor data is provided to the Fleet and Freight Management subsystem along with particular notification of any breach alerts. Commercial Vehicle Drivers may be aware of the sensor readings and can provide an explanation back to the Fleet and Freight Management subsystem via the Commercial Vehicle. Commercial vehicle and freight security breaches are also sent to the commercial vehicle check.

911 Dispatch Centers	-- Not Selected
Commercial Vehicles	-- Not Selected
County Emergency Operations Centers	-- Not Selected
Mayday Service Centers	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
Oregon State Police Dispatch Center	-- Not Selected
PDCC Message Broker	-- Not Selected
PDCC Mobile Dispatch Center	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Statewide Emergency Services System	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected

CVO Fleet Maintenance (CVO09) -- Not Planned

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

This market package supports maintenance of CVO fleet vehicles with on-board monitoring equipment and Automated Vehicle Location (AVL) capabilities within the Fleet and Freight Management Subsystem. Records of vehicle mileage, repairs, and safety violations are maintained to assure safe vehicles on the highway.

Commercial Vehicles

-- Not Selected

HAZMAT Management (CVO10) -- Existing

This market package integrates incident management capabilities with commercial vehicle tracking to assure effective treatment of HAZMAT material and incidents. HAZMAT tracking is performed by the Fleet and Freight Management Subsystem. The Emergency Management subsystem is notified by the Commercial Vehicle if an incident occurs and coordinates the response. The response is tailored based on information that is provided as part of the original incident notification or derived from supplemental information provided by the Fleet and Freight Management Subsystem. The latter information can be provided prior to the beginning of the trip or gathered following the incident depending on the selected policy and implementation.

911 Dispatch Centers

Commercial Vehicles

County Emergency Operations Centers

-- Not Selected

Mayday Service Centers

-- Not Selected

ODOT Traffic Management Operations Center

Oregon State Police Dispatch Center

-- Not Selected

PDCC Message Broker

-- Not Selected

PDCC Mobile Dispatch Center

-- Not Selected

Personal Vehicles (Public at Large)

-- Not Selected

Port of Portland Airport Communications Center

-- Not Selected

Statewide Emergency Services System

-- Not Selected

TriMet Fixed-Route Buses

-- Not Selected

TriMet Transit Operations and Dispatch Centers

-- Not Selected

Roadside HAZMAT Security Detection and Mitigation (CVO11) -- Not Planned

This market package provides the capability to detect and classify security sensitive HAZMAT on commercial vehicles using roadside sensing and imaging technology. Credentials information can be accessed to verify if the commercial driver, vehicle and carrier are permitted to transport the identified HAZMAT. If the credentials analysis and sensed HAZMAT information do not agree, the vehicle can be signaled to pull in, and if required, an alarm can be sent to Emergency Management to request they monitor, traffic stop or disable the vehicle.

911 Dispatch Centers

-- Not Selected

Commercial Vehicles

-- Not Selected

County Emergency Operations Centers

-- Not Selected

Mayday Service Centers

-- Not Selected

ODOT Traffic Management Operations Center

-- Not Selected

Oregon State Police Dispatch Center

-- Not Selected

PDCC Message Broker

-- Not Selected

PDCC Mobile Dispatch Center

-- Not Selected

Port of Portland Airport Communications Center

-- Not Selected

Statewide Emergency Services System

-- Not Selected

TriMet Transit Operations and Dispatch Centers

-- Not Selected

CV Driver Security Authentication (CVO12) -- Not Planned

This market package provides the ability for Fleet and Freight Management to detect when an unauthorized commercial vehicle driver attempts to drive their vehicle based on stored driver identity information. If an unauthorized driver has been detected, Fleet and Freight Management can activate commands to safely disable the commercial vehicle. Alarms can also be sent to emergency management to inform them of a potential commercial vehicle hijacking or theft and potential hazardous situation. In addition, Emergency Management can request Fleet and Freight Management to disable a specific vehicle in their fleet.

911 Dispatch Centers

-- Not Selected

Commercial Vehicles

-- Not Selected

County Emergency Operations Centers

-- Not Selected

Mayday Service Centers

-- Not Selected

ODOT Traffic Management Operations Center

-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Oregon State Police Dispatch Center	-- Not Selected
PDCC Message Broker	-- Not Selected
PDCC Mobile Dispatch Center	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Statewide Emergency Services System	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected

Freight Assignment Tracking (CVO13) -- Not Planned

This market package provides for the planning and tracking of three aspects of commercial vehicle shipments. For each shipment, the commercial vehicle, the freight equipment, and the commercial vehicle driver are monitored for consistency with the planned assignment. Any unauthorized changes are determined by the Fleet and Freight Management subsystem and then the appropriate people and subsystems are notified. Data collected by the On-board CV and Freight Safety & Security and the On-board Driver Authentication equipment packages used in other market packages are also used to monitor the three aspects of assignment for this market package. In addition to this market package, Fleet and Freight Managers may also monitor routes and itineraries and this capability is included in Fleet Administration.

911 Dispatch Centers	-- Not Selected
Commercial Vehicles	-- Not Selected
County Emergency Operations Centers	-- Not Selected
Mayday Service Centers	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
Oregon State Police Dispatch Center	-- Not Selected
PDCC Message Broker	-- Not Selected
PDCC Mobile Dispatch Center	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Statewide Emergency Services System	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected

Emergency Call-Taking and Dispatch (EM01) -- Existing

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.

911 Dispatch Centers	
Ambulances	
Amtrak Operations	-- Not Selected
City Fire Vehicles	
City of Beaverton Traffic Operations Center	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
City Police Vehicles	
Clackamas County Traffic Operations Center	-- Not Selected
Commercial Salvage and Towing Vehicles	-- Not Selected
County Emergency Operations Centers	-- Not Selected
County Fire Vehicles	
County Sheriff Vehicles	
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Maintenance and Construction Vehicles	-- Not Selected
Mayday Service Centers	

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Incident Response Vehicles	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
ODOT COMET Freeway Service Patrol Vehicles	-- Not Selected
ODOT HazMat Vehicles	
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	
ODOT Transportation Operations Centers	
Oregon State Police Dispatch Center	
Oregon State Police Vehicles	
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Other Emergency Management Operations	-- Not Selected
PDCC Message Broker	
PDCC Mobile Dispatch Center	
Port of Portland Airport Communications Center	
Port of Portland Airport Emergency Vehicles	
Statewide Emergency Services System	-- Not Selected
TriMet Supervisory Vehicles	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected
U.S. Coast Guard	
Washington County Traffic Operations Center	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected

Emergency Routing (EM02) -- Existing/Planned

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 traffic signals currently include signal preemption for fire vehicles, which is included in this market package. Dynamic routing will be possible as technology advances and transportation infrastructure provides the information to support it.

911 Dispatch Centers	-- Not Selected
Ambulances	
City Fire Vehicles	
City of Beaverton Traffic Operations Center	-- Not Selected
City of Beaverton Traffic Signals and Field Devices	
City of Gresham Traffic Operations Center	-- Not Selected
City of Gresham Traffic Signals and Field Devices	
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Signals and Field Devices	
City of Lake Oswego Traffic Signals and Field Devices	
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Traffic Signals and Field Devices	
City Police Vehicles	
Clackamas County Traffic Operations Center	-- Not Selected
Clackamas County Traffic Signals and Field Devices	
Commercial Salvage and Towing Vehicles	-- Not Selected
County Emergency Operations Centers	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

County Fire Vehicles	
County Sheriff Vehicles	
Maintenance and Construction Management	-- Not Selected
Maintenance and Construction Vehicles	-- Not Selected
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Incident Response Vehicles	
Multnomah County Traffic Operations Center	-- Not Selected
Multnomah County Traffic Signals and Field Devices	
ODOT COMET Freeway Service Patrol Vehicles	
ODOT HazMat Vehicles	
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Traffic Signals and Field Devices	
ODOT Transportation Operations Centers	-- Not Selected
Oregon State Police Dispatch Center	-- Not Selected
Oregon State Police Vehicles	
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Signals and Field Devices	
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Signals and Field Devices	
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Signals and Field Devices	
PDCC Message Broker	
PDCC Mobile Dispatch Center	-- Not Selected
Personal Vehicles (Public at Large)	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Emergency Vehicles	
Port of Portland Airport Field Devices	-- Not Selected
Statewide Emergency Services System	-- Not Selected
TriMet Fixed-Route Buses	-- Not Selected
TriMet Supervisory Vehicles	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
Washington County Traffic Signals and Field Devices	
WSDOT Regional Traffic Operations Center	-- Not Selected

Mayday and Alarms Support (EM03) -- Existing/Planned

This market package allows the user (driver or non-driver) to initiate a request for emergency assistance and enables the Emergency Management Subsystem to locate the user, gather information about the incident, and determine the appropriate response. The request for assistance may be manually initiated or automated and linked to vehicle sensors. This market package also includes general surveillance capabilities that enable the Emergency Management Subsystem to remotely monitor public areas (e.g., rest stops, parking lots) to improve security in these areas. The Emergency Management Subsystem may be operated by the public sector or by a private sector telematics service provider.

Private companies already provide mayday services to people who purchase vehicles with mayday systems and subscribe to the system. Call-takers at mayday service centers facilitate emergency response by calling 911 and passing along information (communications with driver, location of vehicle determined by GPS, etc.). ODOT is currently working on a project to integrate private mayday service systems with emergency and incident management agencies. The PDCC message broker may be used as the interface between system users.

911 Dispatch Centers	
County Emergency Operations Centers	-- Not Selected
Mayday Service Centers	

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

ODOT Traffic Management Operations Center	
Oregon State Police Dispatch Center	-- Not Selected
Other Emergency Management Operations	-- Not Selected
PDCC Message Broker	
PDCC Mobile Dispatch Center	-- Not Selected
Personal Vehicles (Public at Large)	
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Special Event Promoters Field Devices	-- Not Selected
Statewide Emergency Services System	-- Not Selected
TriMet Field Devices	-- Not Selected
TriMet Fixed-Route Buses	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected
U.S. Coast Guard	-- Not Selected
User Devices	-- Not Selected

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.

511 Traveler Information Phone Number	-- Not Selected
911 Dispatch Centers	-- Not Selected
Ambulances	-- Not Selected
City Fire Vehicles	-- Not Selected
City of Beaverton Traffic Operations Center	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
City Police Vehicles	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected
Commercial Salvage and Towing Vehicles	-- Not Selected
County Emergency Operations Centers	-- Not Selected
County Fire Vehicles	-- Not Selected
County Sheriff Vehicles	-- Not Selected
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Maintenance and Construction Vehicles	-- Not Selected
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Incident Response Vehicles	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
ODOT COMET Freeway Service Patrol Vehicles	
ODOT HazMat Vehicles	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	
ODOT Transportation Operations Centers	-- Not Selected
Oregon State Police Dispatch Center	-- Not Selected
Oregon State Police Vehicles	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Other Cities in Washington County Traffic Operations Centers	-- Not Selected
PDCC Message Broker	-- Not Selected
PDCC Mobile Dispatch Center	-- Not Selected
Personal Vehicles (Public at Large)	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Emergency Vehicles	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Statewide Emergency Services System	-- Not Selected
TATH Message Broker	-- Not Selected
TriMet Fixed-Route Buses	-- Not Selected
TriMet Supervisory Vehicles	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

Transportation Infrastructure Protection (EM05) -- Existing

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.

TriMet monitors most of their infrastructure, including substations and the tunnel. ODOT uses intrusion alarms on the I-5 bridge.

911 Dispatch Centers	-- Not Selected
Ambulances	-- Not Selected
Amtrak Operations	-- Not Selected
City Fire Vehicles	-- Not Selected
City of Beaverton Traffic Operations Center	-- Not Selected
City of Beaverton Traffic Signals and Field Devices	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Gresham Traffic Signals and Field Devices	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Signals and Field Devices	-- Not Selected
City of Lake Oswego Traffic Signals and Field Devices	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Traffic Signals and Field Devices	-- Not Selected
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
City Police Vehicles	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected
Clackamas County Traffic Signals and Field Devices	-- Not Selected
Commercial Salvage and Towing Vehicles	-- Not Selected
County Emergency Operations Centers	-- Not Selected
County Fire Vehicles	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

County Sheriff Vehicles	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Heavy Rail Operations	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Maintenance and Construction Vehicles	-- Not Selected
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Incident Response Vehicles	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
Multnomah County Traffic Signals and Field Devices	-- Not Selected
ODOT COMET Freeway Service Patrol Vehicles	-- Not Selected
ODOT HazMat Vehicles	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Traffic Signals and Field Devices	-- Not Selected
ODOT Transportation Operations Centers	-- Not Selected
Oregon State Police Dispatch Center	-- Not Selected
Oregon State Police Vehicles	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Signals and Field Devices	-- Not Selected
Other Emergency Management Operations	-- Not Selected
PDCC Message Broker	-- Not Selected
PDCC Mobile Dispatch Center	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Emergency Vehicles	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Special Event Promoters Field Devices	-- Not Selected
Statewide Emergency Services System	-- Not Selected
TriMet Field Devices	-- Not Selected
TriMet Security Surveillance	
TriMet Supervisory Vehicles	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected
U.S. Coast Guard	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
Washington County Traffic Signals and Field Devices	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected

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.

511 Traveler Information Phone Number

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

911 Dispatch Centers	
Amtrak Operations	-- Not Selected
Amtrak Trains	-- Not Selected
City of Beaverton Traffic Operations Center	
City of Beaverton Traffic Signals and Field Devices	
City of Gresham Traffic Operations Center	
City of Gresham Traffic Signals and Field Devices	
City of Hillsboro Traffic Operations Center	
City of Hillsboro Traffic Signals and Field Devices	
City of Lake Oswego Traffic Signals and Field Devices	
City of Portland Aerial Tram	-- Not Selected
City of Portland Streetcar Vehicles	-- Not Selected
City of Portland Traffic Operations Center	
City of Portland Traffic Signals and Field Devices	
City of Portland Transit Operations and Dispatch Center	
City of Wilsonville SMART Fixed-Route Buses	-- Not Selected
City of Wilsonville SMART Paratransit Vehicles	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	
Clackamas County Traffic Operations Center	
Clackamas County Traffic Signals and Field Devices	
County Emergency Operations Centers	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Local Agency Websites	
Maintenance and Construction Management	-- Not Selected
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	
Multnomah County Traffic Signals and Field Devices	
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	
ODOT Traffic Signals and Field Devices	
ODOT Transportation Operations Centers	-- Not Selected
Oregon State Police Dispatch Center	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	
Other Cities in Clackamas County Traffic Signals and Field Devices	
Other Cities in Multnomah County Traffic Operations Centers	
Other Cities in Multnomah County Traffic Signals and Field Devices	
Other Cities in Washington County Traffic Operations Centers	
Other Cities in Washington County Traffic Signals and Field Devices	
Other Emergency Management Operations	-- Not Selected
PDCC Message Broker	
PDCC Mobile Dispatch Center	
Personal Vehicles (Public at Large)	
Port of Portland Airport Communications Center	
Port of Portland Airport Field Devices	
Port of Portland Airport Parking Shuttle Buses	-- Not Selected
Special Event Promoters Field Devices	-- Not Selected
Statewide Emergency Services System	-- Not Selected
TATH Message Broker	
Toll Administration	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Toll Plazas	-- Not Selected
TriMet Commuter Rail	-- Not Selected
TriMet Field Devices	
TriMet Fixed-Route Buses	-- Not Selected
TriMet LIFT/ATP Paratransit Vehicles	-- Not Selected
TriMet MAX Trains	-- Not Selected
TriMet Transit Operations and Dispatch Centers	
TriMet Website	
TripCheck	
U.S. Coast Guard	-- Not Selected
User Devices	
Washington County Traffic Operations Center	
Washington County Traffic Signals and Field Devices	
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

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.

Several monitoring and warning systems are currently used: flood and severe weather watches (National Weather Service), earthquake warning system (National Earthquake Information Center), tsunami warning system (U.S. West Coast and Alaska Tsunami Warning Center), and debris flow early warning system (Oregon Department of Forestry). The Oregon Emergency Response System (OERS) is the primary point of contact for state notification of an emergency or disaster.

911 Dispatch Centers	-- Not Selected
Amtrak Operations	-- Not Selected
City of Beaverton Traffic Operations Center	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected
County Emergency Operations Centers	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
NOAA National Weather Service	
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Transportation Operations Centers	-- Not Selected
Oregon State Police Dispatch Center	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Other Emergency Management Operations	-- Not Selected
PDCC Message Broker	-- Not Selected
PDCC Mobile Dispatch Center	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Special Event Promoters Field Devices	-- Not Selected
Statewide Emergency Services System	
TriMet Field Devices	-- Not Selected
TriMet Security Surveillance	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected
U.S. Coast Guard	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected

Disaster Response and Recovery (EM08) -- Existing/Planned

This market package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).

The 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.

A number of plans and systems are currently in place to support this market package. The PDCC Message Broker currently under development will help enhance information sharing and integrate CAD systems. Planned communications links between a number of centers will also allow for shared control and monitoring of existing and planned ITS devices and systems.

911 Dispatch Centers	
Amtrak Operations	-- Not Selected
City of Beaverton Traffic Operations Center	
City of Gresham Traffic Operations Center	
City of Hillsboro Traffic Operations Center	
City of Portland Traffic Operations Center	
City of Portland Transit Operations and Dispatch Center	

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

City of Wilsonville SMART Transit Operations and Dispatch Center	
Clackamas County Traffic Operations Center	
County Emergency Operations Centers	
C-TRAN Transit Operations and Dispatch Center	
Heavy Rail Operations	-- Not Selected
Maintenance and Construction Management	
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	
Multnomah County Traffic Operations Center	
ODOT Interstate 5 Bridge Operations Center	
ODOT Traffic Management Operations Center	
ODOT Transportation Operations Centers	
Oregon State Police Dispatch Center	
Other Cities in Clackamas County Traffic Operations Centers	
Other Cities in Multnomah County Traffic Operations Centers	
Other Cities in Washington County Traffic Operations Centers	
Other Emergency Management Operations	
PDCC Message Broker	
PDCC Mobile Dispatch Center	
Port of Portland Airport Communications Center	
Statewide Emergency Services System	
TriMet Transit Operations and Dispatch Centers	
U.S. Coast Guard	
Washington County Traffic Operations Center	
WSDOT Regional Traffic Operations Center	

Evacuation and Reentry Management (EM09) -- Existing/Planned

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.

Local emergency management agencies already have evacuation plans in place. Existing and planned ITS devices and systems may be used to supplement evacuations and reentry. For example, coordinated traffic signal timing plans may be used to flush traffic in a single direction. Additional planning may be required to develop operational plans that include the use of ITS.

511 Traveler Information Phone Number	-- Not Selected
911 Dispatch Centers	
Amtrak Operations	-- Not Selected
City of Beaverton Traffic Operations Center	
City of Gresham Traffic Operations Center	
City of Hillsboro Traffic Operations Center	

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

City of Portland Traffic Operations Center	
City of Portland Transit Operations and Dispatch Center	
City of Wilsonville SMART Transit Operations and Dispatch Center	
Clackamas County Traffic Operations Center	
County Emergency Operations Centers	
C-TRAN Transit Operations and Dispatch Center	
Heavy Rail Operations	-- Not Selected
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	
Multnomah County Traffic Operations Center	
ODOT Interstate 5 Bridge Operations Center	
ODOT Traffic Management Operations Center	
ODOT Transportation Operations Centers	
Oregon State Police Dispatch Center	
Other Cities in Clackamas County Traffic Operations Centers	
Other Cities in Multnomah County Traffic Operations Centers	
Other Cities in Washington County Traffic Operations Centers	
Other Emergency Management Operations	
PDCC Message Broker	
PDCC Mobile Dispatch Center	
Port of Portland Airport Communications Center	
Port of Portland Airport Field Devices	-- Not Selected
Statewide Emergency Services System	
TATII Message Broker	-- Not Selected
Toll Administration	-- Not Selected
TriMet Transit Operations and Dispatch Centers	
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
U.S. Coast Guard	
Washington County Traffic Operations Center	
WSDOT Regional Traffic Operations Center	
Yellow Pages Service Providers	-- Not Selected

Disaster Traveler Information (EM10) -- Planned

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

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.

511 Traveler Information Phone Number	
911 Dispatch Centers	-- Not Selected
Amtrak Operations	-- Not Selected
Broadcast Media for Portland/Vancouver Area	
City of Beaverton Traffic Operations Center	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected
County Emergency Operations Centers	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Local Agency Websites	
Maintenance and Construction Management	-- Not Selected
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
NOAA National Weather Service	
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Transportation Operations Centers	-- Not Selected
Oregon State Police Dispatch Center	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
PDCC Message Broker	-- Not Selected
PDCC Mobile Dispatch Center	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Personal Vehicles (Public at Large)	
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	
Special Event Promoters Field Devices	-- Not Selected
Statewide Emergency Services System	-- Not Selected
TATII Message Broker	
TriMet Field Devices	-- Not Selected
TriMet Fixed-Route Buses	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected
TriMet Website	
TripCheck	
User Devices	
Washington County Traffic Operations Center	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

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 meta data management common to all ITS archives and provides general query and report access to archive data users.

511 Traveler Information Phone Number	-- Not Selected
911 Dispatch Centers	-- Not Selected
Amtrak Operations	-- Not Selected
City of Beaverton Traffic Operations Center	-- Not Selected
City of Beaverton Traffic Signals and Field Devices	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Gresham Traffic Signals and Field Devices	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Signals and Field Devices	-- Not Selected
City of Lake Oswego Traffic Signals and Field Devices	-- Not Selected
City of Portland Parking Management	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Traffic Signals and Field Devices	-- Not Selected
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected
Clackamas County Traffic Signals and Field Devices	-- Not Selected
County Emergency Operations Centers	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Emissions Management	-- Not Selected
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
Multnomah County Traffic Signals and Field Devices	-- Not Selected
NOAA National Weather Service	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Traffic Signals and Field Devices	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

ODOT Transportation Operations Centers	-- Not Selected
Oregon State Police Dispatch Center	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Signals and Field Devices	-- Not Selected
PDCC Message Broker	-- Not Selected
PDCC Mobile Dispatch Center	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Port of Portland Airport Parking Management	-- Not Selected
Port of Portland Data Mart	
Portland State University PORTAL Data Warehouse	-- Not Selected
Statewide Emergency Services System	-- Not Selected
TATH Message Broker	-- Not Selected
Toll Administration	-- Not Selected
TriMet Enterprise Data Mart	
TriMet Parking Management	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
Washington County Traffic Signals and Field Devices	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

ITS Data Warehouse (AD2) -- Existing/Programmed

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.

Expansion of the existing program is programmed.

511 Traveler Information Phone Number	-- Not Selected
911 Dispatch Centers	-- Not Selected
Amtrak Operations	-- Not Selected
City of Beaverton Traffic Operations Center	-- Not Selected
City of Beaverton Traffic Signals and Field Devices	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Gresham Traffic Signals and Field Devices	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Signals and Field Devices	-- Not Selected
City of Lake Oswego Traffic Signals and Field Devices	-- Not Selected
City of Portland Parking Management	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Traffic Signals and Field Devices	-- Not Selected
City of Portland Transit Operations and Dispatch Center	-- Not Selected
City of Wilsonville SMART Transit Operations and Dispatch Center	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Clackamas County Traffic Signals and Field Devices	-- Not Selected
County Emergency Operations Centers	-- Not Selected
C-TRAN Transit Operations and Dispatch Center	-- Not Selected
Emissions Management	-- Not Selected
Local Agency Websites	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Mayday Service Centers	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
Multnomah County Traffic Signals and Field Devices	-- Not Selected
NOAA National Weather Service	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Traffic Signals and Field Devices	-- Not Selected
ODOT Transportation Operations Centers	-- Not Selected
Oregon State Police Dispatch Center	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Signals and Field Devices	-- Not Selected
PDCC Message Broker	-- Not Selected
PDCC Mobile Dispatch Center	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
Port of Portland Airport Parking Management	-- Not Selected
Port of Portland Data Mart	-- Not Selected
Portland State University PORTAL Data Warehouse	
Statewide Emergency Services System	-- Not Selected
TATII Message Broker	-- Not Selected
Toll Administration	-- Not Selected
TriMet Enterprise Data Mart	-- Not Selected
TriMet Parking Management	-- Not Selected
TriMet Transit Operations and Dispatch Centers	-- Not Selected
TriMet Website	-- Not Selected
TripCheck	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
Washington County Traffic Signals and Field Devices	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected
Yellow Pages Service Providers	-- Not Selected

ITS Virtual Data Warehouse (AD3) -- Not 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.

Port of Portland Data Mart	-- Not Selected
Portland State University PORTAL Data Warehouse	-- Not Selected
TriMet Enterprise Data Mart	-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)****Vehicle Safety Monitoring (AVSS01) -- Existing/Future**

This market package will diagnose critical components of the vehicle and warn the driver of potential dangers. On-board sensors will determine the vehicle's condition, performance, on-board safety data, and display information.

Most vehicles include a basic system to alert the driver of potential dangers (e.g. "Check Engine" light). These systems are private initiatives that will be developed by the automotive industry and will continue to advance with new technological developments.

Personal Vehicles (Public at Large)

TriMet Fixed-Route Buses

-- Not Selected

Driver Safety Monitoring (AVSS02) -- Not Planned

This market package will determine the driver's condition, and warn the driver of potential dangers. On-board sensors will determine the driver's condition, performance, on-board safety data, and display information.

If pursued, this market package will be deployed by the automobile industry.

Personal Vehicles (Public at Large)

-- Not Selected

TriMet Fixed-Route Buses

-- Not Selected

Longitudinal Safety Warning (AVSS03) -- Planned

This market package allows for longitudinal warning. It utilizes safety sensors and collision sensors. It requires on-board sensors to monitor the areas in front of and behind the vehicle and present warnings to the driver about potential hazards.

This market package is being pursued by the automotive industry.

Personal Vehicles (Public at Large)

TriMet Fixed-Route Buses

-- Not Selected

Lateral Safety Warning (AVSS04) -- Planned

This market package allows for lateral warning. It utilizes safety sensors and collision sensors. It requires on-board sensors to monitor the areas to the sides of the vehicle and present warnings to the driver about potential hazards.

This market package is being pursued by the automotive industry.

Personal Vehicles (Public at Large)

TriMet Fixed-Route Buses

-- Not Selected

Intersection Safety Warning (AVSS05) -- Future

This market package will determine the probability of a collision in an equipped intersection (either highway-highway or highway-rail) and provide timely warnings to drivers in response to hazardous conditions. Monitors in the roadway infrastructure assess vehicle locations and speeds near an intersection. Using this information, a warning is determined and communicated to the approaching vehicle using a short range communications system. Information can be provided to the driver through the market package ATIS9--In-Vehicle Signing.

This market package may be deployed within the next 10 years and will involve public agencies installing field devices at traffic signals that can communicate to warning systems in vehicles that alert drivers of potential safety hazards.

City of Beaverton Traffic Signals and Field Devices

City of Gresham Traffic Signals and Field Devices

City of Hillsboro Traffic Signals and Field Devices

City of Lake Oswego Traffic Signals and Field Devices

City of Portland Traffic Signals and Field Devices

Clackamas County Traffic Signals and Field Devices

Multnomah County Bridge Operations Centers

-- Not Selected

Multnomah County Traffic Signals and Field Devices

ODOT Interstate 5 Bridge Operations Center

-- Not Selected

ODOT Traffic Signals and Field Devices

Other Cities in Clackamas County Traffic Signals and Field Devices

Other Cities in Multnomah County Traffic Signals and Field Devices

Other Cities in Washington County Traffic Signals and Field Devices

Personal Vehicles (Public at Large)

Port of Portland Airport Field Devices

-- Not Selected

TriMet Fixed-Route Buses

-- Not Selected

Washington County Traffic Signals and Field Devices

Pre-Crash Restraint Deployment (AVSS06) -- Not Planned

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

This market package provides in-vehicle sensors to monitor the vehicle's local environment, determine collision probability and deploy a pre-crash safety system. It will include on-board sensors to measure lateral and longitudinal gaps and together with weather and roadway conditions will determine lateral and longitudinal collision probability. It will have the mechanism to deploy a pre-crash safety system.

If pursued, this market package will be deployed by the automobile industry.

Personal Vehicles (Public at Large)

-- Not Selected

TriMet Fixed-Route Buses

-- Not Selected

Driver Visibility Improvement (AVSS07) -- Not Planned

This market package will enhance driver visibility using an enhanced vision system. On-board display hardware is needed

If pursued, this market package will be deployed by the automobile industry.

Personal Vehicles (Public at Large)

-- Not Selected

TriMet Fixed-Route Buses

-- Not Selected

Advanced Vehicle Longitudinal Control (AVSS08) -- Not Planned

This market package automates the speed and headway control functions on board the vehicle. It utilizes safety sensors and collision sensors combined with vehicle dynamics processing to control the throttle and brakes. It requires on-board sensors to measure longitudinal gaps and a processor for controlling the vehicle speed.

If pursued, this market package will be deployed by the automobile industry.

Personal Vehicles (Public at Large)

-- Not Selected

TriMet Fixed-Route Buses

-- Not Selected

Advanced Vehicle Lateral Control (AVSS09) -- Not Planned

This market package automates the steering control on board the vehicle. It utilizes safety sensors and collision sensors combined with vehicle dynamics processing to control the steering. It requires on-board sensors to measure lane position and lateral deviations and a processor for controlling the vehicle steering.

If pursued, this market package will be deployed by the automobile industry.

Personal Vehicles (Public at Large)

-- Not Selected

TriMet Fixed-Route Buses

-- Not Selected

Intersection Collision Avoidance (AVSS10) -- Future

This market package will determine the probability of an intersection collision and provide timely warnings to approaching vehicles so that avoidance actions can be taken. This market package builds on the Intersection Collision Warning infrastructure and in-vehicle equipment and adds equipment in the vehicle that can take control of the vehicle in emergency situations. The same monitors in the roadway infrastructure are needed to assess vehicle locations and speeds near an intersection. This information is determined and communicated to the approaching vehicle using a short range communications system. The vehicle uses this information to develop control actions which alter the vehicle's speed and steering control and potentially activate its pre-crash safety system.

This market package may be deployed within the next 10 years and will involve public agencies installing field devices at traffic signals that can communicate to warning systems in vehicles that alert drivers of potential safety hazards.

City of Beaverton Traffic Signals and Field Devices

City of Gresham Traffic Signals and Field Devices

City of Hillsboro Traffic Signals and Field Devices

City of Lake Oswego Traffic Signals and Field Devices

City of Portland Traffic Signals and Field Devices

Clackamas County Traffic Signals and Field Devices

Multnomah County Bridge Operations Centers

-- Not Selected

Multnomah County Traffic Signals and Field Devices

ODOT Interstate 5 Bridge Operations Center

-- Not Selected

ODOT Traffic Signals and Field Devices

Other Cities in Clackamas County Traffic Signals and Field Devices

Other Cities in Multnomah County Traffic Signals and Field Devices

Other Cities in Washington County Traffic Signals and Field Devices

Personal Vehicles (Public at Large)

Port of Portland Airport Field Devices

-- Not Selected

TriMet Fixed-Route Buses

-- Not Selected

Market Packages for Region TransPort Regional ITS Architecture**Market Package****Element(s)**

Washington County Traffic Signals and Field Devices

Automated Highway System (AVSS11) -- Not Planned

This market package enables “hands-off” operation of the vehicle on the automated portion of the highway system. Implementation requires lateral lane holding, vehicle speed and steering control, and Automated Highway System check-in and checkout. This market package currently supports a balance in intelligence allocation between infrastructure and the vehicle pending selection of a single operational concept by the AHS consortium.

This market package would involve a massive deployment of field devices along the roadway and would require communications between these devices and on-board vehicle systems. No agencies within the Portland area foresee this occurring within the next 10 years.

City of Beaverton Traffic Operations Center	-- Not Selected
City of Beaverton Traffic Signals and Field Devices	-- Not Selected
City of Gresham Traffic Operations Center	-- Not Selected
City of Gresham Traffic Signals and Field Devices	-- Not Selected
City of Hillsboro Traffic Operations Center	-- Not Selected
City of Hillsboro Traffic Signals and Field Devices	-- Not Selected
City of Lake Oswego Traffic Signals and Field Devices	-- Not Selected
City of Portland Traffic Operations Center	-- Not Selected
City of Portland Traffic Signals and Field Devices	-- Not Selected
Clackamas County Traffic Operations Center	-- Not Selected
Clackamas County Traffic Signals and Field Devices	-- Not Selected
Maintenance and Construction Management	-- Not Selected
Multnomah County Bridge Operations Centers	-- Not Selected
Multnomah County Traffic Operations Center	-- Not Selected
Multnomah County Traffic Signals and Field Devices	-- Not Selected
ODOT Interstate 5 Bridge Operations Center	-- Not Selected
ODOT Traffic Management Operations Center	-- Not Selected
ODOT Traffic Signals and Field Devices	-- Not Selected
ODOT Transportation Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Operations Centers	-- Not Selected
Other Cities in Clackamas County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Multnomah County Traffic Operations Centers	-- Not Selected
Other Cities in Multnomah County Traffic Signals and Field Devices	-- Not Selected
Other Cities in Washington County Traffic Operations Centers	-- Not Selected
Other Cities in Washington County Traffic Signals and Field Devices	-- Not Selected
Personal Vehicles (Public at Large)	-- Not Selected
Port of Portland Airport Communications Center	-- Not Selected
Port of Portland Airport Field Devices	-- Not Selected
TriMet Fixed-Route Buses	-- Not Selected
Washington County Traffic Operations Center	-- Not Selected
Washington County Traffic Signals and Field Devices	-- Not Selected
WSDOT Regional Traffic Operations Center	-- Not Selected

APPENDIX I: MARKET PACKAGE CHANGE LOG

Market Package Change Log for the TransPort Regional ITS Architecture

Note: Any deleted inventory elements were automatically deleted from the market packages in Turbo. Any renamed inventory elements were automatically updated in the market packages in Turbo.

Market Package	Changes Made	Notes
AD1:ITS Data Mart	Changed from Planned to Existing. Deleted the following elements: "City of Beaverton Traffic Operations Center" "Other Cities in Washington County Traffic Operations Centers" "Washington County Traffic Operations Center" "WSDOT Regional Traffic Operations Center" Added the following elements: "Port of Portland Data Mart" "TriMet Enterprise Data Mart"	Data from the traffic operations centers around the region will be stored in the Portland State University PORTAL Data Warehouse.
AD2: ITS Data Warehouse	Changed from Planned to Existing/Programmed. Added the following comment: "Expansion of the existing program is programmed." Deleted the following elements: "City of Beaverton Traffic Operations Center" "Other Cities in Washington County Traffic Operations Center" "Washington County Traffic Operations Center" "WSDOT Regional Traffic Operations Center" Added the following elements: "Portland State University PORTAL Data Warehouse"	
AD3: ITS Virtual Data Warehouse	None	Not Planned
APTS1: Transit Vehicle Tracking	Added the following comment: "Fixed-route buses, paratransit vehicles, and Streetcar are tracked by devices on the actual vehicles whereas the operations center tracks MAX trains through the use of sensors in the tracks. The City of Wilsonville currently does not have plans to track their vehicles." Added the following elements: "City of Portland Streetcar Vehicles" "City of Portland Operations and Dispatch" "TriMet Central Dispatch and Operations" "TriMet LIFT/ATP Paratransit Vehicles"	
APTS2: Transit Fixed-Route Operations	Added the following elements: "TriMet Transit Dispatch and Operations Center" "TriMet MAX Trains"	
APTS3: Demand Response Transit Operations	Deleted the following element: "TriMet Fixed-Route Buses" Added the following element: "TriMet LIFT/ATP Paratransit Vehicles"	

Market Package	Changes Made	Notes
APTS4: Transit Passenger & Fare Management	Changed from Existing to Future. Added the following comment: "Although TriMet collects electronic fares through ticket vending machines at platforms/stops, electronic fare collection is not currently available on-board the vehicle. The development of a smart card in the future may make it possible to pay fares on-board for any transit service or pay fares at parking facilities throughout the Portland area. The development of such a system/smart card will likely follow successful deployments in other parts of the country." Added the following elements: "City of Portland Aerial Tram" "City of Portland Streetcar Vehicles" "City of Portland Transit Operations and Dispatch Center" "City of Wilsonville SMART Fixed-Route Buses" "City of Wilsonville SMART Paratransit Vehicles" "City of Wilsonville SMART Transit Operations and Dispatch Center" "TriMet Commuter Rail" "TriMet LIFT/ATP Paratransit Vehicles" "TriMet MAX Trains" "TriMet Transit Operations and Dispatch Centers"	
APTS5: Transit Security	Added the following elements: "TriMet Commuter Rail" "TriMet Field Devices" "TriMet LIFT/ATP Paratransit Vehicles" "TriMet MAX Trains" "TriMet Security Surveillance" "TriMet Transit Operations and Dispatch Centers"	
APTS6: Transit Maintenance	Changed from Existing to Future. Added the following comment: "Although TriMet manually monitors their fleet today, affordable technology to monitor on-board systems and automatically schedule maintenance has not occurred. This is definitely a system TriMet would like to utilize in the future once it is available." Added the following elements: "TriMet Commuter Rail" "TriMet Fixed Route Buses" "TriMet LIFT/ATP Paratransit Vehicles" "TriMet MAX Trains" "Trimet Transit Operations and Dispatch Centers"	

Market Package	Changes Made	Notes
APTS7: Multi-Modal Coordination	Changed from Planned to Existing/Planned. Added the following comment: "This market package includes transit signal priority (TSP), which TriMet and the City of Portland have implemented at a number of traffic signals. TriMet plans to expand TSP to other traffic signals throughout the region. MAX trains, Streetcar, and Commuter Rail all directly interface with traffic signals through sensors in the tracks." Deleted the following elements: "City of Beaverton Traffic Operations Center" "City of Portland Traffic Operations Center" "Clackamas County Traffic Operations Center" "Multnomah County Traffic Operations Center" "ODOT Traffic Management Operations Center" "Washington County Traffic Operations Center" Added the following elements: "City of Beaverton Traffic Signals and Field Devices" "City of Gresham Traffic Signals and Field Devices" "City of Hillsboro Traffic Signals and Field Devices" "City of Lake Oswego Traffic Signals and Field Devices" "City of Portland Streetcar Vehicles" "TriMet Commuter Rail" "TriMet MAX Trains"	
APTS8: Transit Traveler Information	Changed from Planned to Existing. Added the following comment: "In addition to transit agency-owned infrastructure, the Port of Portland displays real-time MAX train information in the baggage claim area and the Rose Garden displays real-time MAX train information outside the Rose Garden." Added the following elements: "City of Portland Streetcar Vehicles" "Port of Portland Field Devices" "Special Event Promoters Field Devices" "TriMet MAX Trains" "TriMet Website" "User Devices"	

Market Package	Changes Made	Notes
ATIS1: Broadcast Traveler Information	Deleted the following elements: "City of Beaverton Traffic Operations Center" "City of Portland Traffic Operations Center" "Clackamas County Traffic Operations Center" "Multnomah County Traffic Operations Center" "ODOT Traffic Management Operations Center" "Washington County Traffic Operations Center" "WSDOT Regional Traffic Operations Center" Added the following elements: "User Devices"	
ATIS2: Interactive Traveler Information	Deleted the following elements: "City of Beaverton Traffic Operations Center" "Other Cities in Washington County Traffic Operations Centers" "Washington County Traffic Operations Center" "WSDOT Regional Traffic Operations Center" Added the following elements: "511 Traveler Information Phone Number" "Personal Vehicles (Public at Large)" "Port of Portland Airport Field Devices" "TriMet Field Devices"	
ATIS3: Autonomous Route Guidance	Changed from Not Planned to Existing. Added the following comment: "Most automobile manufacturers offer interactive navigational systems as optional equipment on most personal vehicles. A number of fire and police vehicles are currently equipped with mobile data terminals that provide static route guidance to a specified address." Added the following elements: "City Fire Vehicles" "City Police Vehicles" "County Fire Vehicles" "County Sheriff Vehicles" "Oregon State Police Vehicles" "Personal Vehicles (Public at Large)"	

Market Package	Changes Made	Notes
ATIS4: Dynamic Route Guidance	Added the following comment: "When the technology and communications are available to support dynamic route guidance, the TATII Message Broker will be the medium through which real-time traveler information will be funneled to navigation systems." Deleted the following elements: "City of Beaverton Traffic Operations Center" "Other Cities in Washington County Traffic Operations Centers" "Washington County Traffic Operations Center" Added the following elements: "Personal Vehicles (Public at Large)" "TATII Message Broker"	
ATIS5: ISP Based Trip Planning and Route Guidance	Deleted the following element: "WSDOT Regional Traffic Operations Center" Added the following elements: "Local Agency Websites" "TripCheck"	
ATIS6: Integrated Transportation Management/Route Guidance	-	
ATIS7: Yellow Pages and Reservation	Added the following element: "Yellow Pages Service Provider"	
ATIS8: Dynamic Ridesharing	-	
ATIS9: In Vehicle Signing	Changed from Planned to Future. Added the following comment: "This market package will be added in the future when the technology is available and affordable." Deleted the following elements: "City of Beaverton Traffic Operations Center" "City of Portland Traffic Operations Center" "ODOT Traffic Management Operations Center" "Other Cities in Washington County Traffic Operations Centers" "Washington County Traffic Operations Center" Added the following elements: "City of Gresham Traffic Signals and Field Devices" "City of Lake Oswego Traffic Signals and Field Devices" "Clackamas County Traffic Signals and Field Devices" "Multnomah County Traffic Signals and Field Devices" "Other Cities in Clackamas County Traffic Signals and Field Devices" "Other Cities in Multnomah County Traffic Signals and Field Devices" "Personal Vehicles (Public at Large)" "Port of Portland Airport Field Devices"	

Market Package	Changes Made	Notes
ATMS01: Network Surveillance	Changed from Planned to Existing. Deleted the following element" "WSDOT Regional Traffic Operations Center" Added the following elements: "City of Gresham Traffic Operations Center" "City of Gresham Traffic Signals and Field Devices" "Multnomah County Bridge Operations Centers" "ODOT Interstate 5 Bridge Operations Center" "ODOT Transportation Operations Centers" "Other Cities in Multnomah County Traffic Operations Center" "Other Cities in Multnomah County Traffic Signals and Field Devices" "Port of Portland Airport Communications Center" "Port of Portland Airport Field Devices"	
ATMS02: Probe Surveillance	Changed from Planned to Existing/Planned. Added the following comment: "The City of Portland and TriMet currently use TriMet fixed-route buses as probes to detect congestion/incidents along arterial roadways. Other transportation agencies plan to work with TriMet to implement a probe system on their roadways." Deleted the following elements: "Multnomah County Traffic Signals and Field Devices" "Multnomah County Traffic Operations Center" "ODOT Traffic Signals and Field Devices" "WSDOT Regional Traffic Operations Center" Added the following elements: "TriMet Fixed-Route Buses" "TriMet Transit Operations and Dispatch Centers"	
ATMS03: Surface Street Control	Added the following elements: "City of Gresham Traffic Operations Center" "City of Gresham Traffic Signals and Field Devices" "City of Hillsboro Traffic Operations Center" "City of Lake Oswego Traffic Signals and Field Devices" "Other Cities in Multnomah County Traffic Operations Centers" "Other Cities in Multnomah County Traffic Signals and Field Devices"	
ATMS04: Freeway Control	Changed from Planned to Existing. Deleted the following elements: "Clackamas County Traffic Operations Center" "City of Portland Traffic Signals and Field Devices" Added the following elements: "ODOT Transportation Operations Centers"	

Market Package	Changes Made	Notes
ATMS05: HOV Lane Management	Changed from Planned to Future. Added the following comment: "ODOT currently has HOV lanes on I-5 between downtown Portland and Vancouver. They may consider using ITS to manage these HOV lanes in the future."	
ATMS06: Traffic Information Dissemination	Changed from Planned to Existing/Planned. Added the following comment: "ODOT, WSDOT, and the City of Portland own and operate roadway dynamic message signs today and the Port of Portland owns and operates a highway advisory radio system. Other agencies in the Portland area plan to deploy dynamic message signs at key points on busy corridors." Added the following elements: "City of Gresham Traffic Operations Center" "City of Gresham Traffic Signals and Field Devices" "City of Hillsboro Traffic Operations Center" "City of Lake Oswego Traffic Signals and Field Devices" "ODOT Interstate 5 Bridge Operations Center" "Other Cities in Multnomah County Traffic Operations Centers" "Other Cities in Multnomah County Traffic Signals and Field Devices" "Port of Portland Airport Communications Center" "Port of Portland Airport Field Devices" "TATII Message Broker"	
ATMS07: Regional Traffic Control	Changed from Planned to Existing/Planned. Added the following comment: "A small number of TOC's in the region are currently connected through communications links and more are planned to be linked. Control of CCTV camera images is most often shared. ODOT and the City of Portland also share control of a number of traffic signals and field devices along the I-5/Barbur Boulevard corridor. Other sharing will likely be added as more incident management detour routes and operational plans are developed." Added the following elements: "City of Gresham Traffic Operations Center" "City of Hillsboro Traffic Operations Center" "Multnomah County Bridge Operations Centers" "ODOT Interstate 5 Bridge Operations Center" "ODOT Transportation Operations Centers" "Other Cities in Clackamas County Traffic Operations Centers" "Other Cities in Multnomah County Traffic Operations Centers" "Port of Portland Airport Communications Center"	

Market Package	Changes Made	Notes
ATMS08: Traffic Incident Management	Changed from Planned to Existing. Added the following elements: "Ambulances" "City Fire Vehicles" "City of Gresham Traffic Operations Center" "City of Hillsboro Traffic Operations Center" "City of Lake Oswego Traffic Signals and Field Devices" "City of Portland Transit Operations and Dispatch Center" "City of Wilsonville SMART Transit Operations and Dispatch Center" "City Police Vehicles" "Commercial Salvage and Towing Vehicles" "County Fire Vehicles" "County Sheriff Vehicles" "Maintenance and Construction Management" "Maintenance and Construction Vehicles" "Mayday Service Centers" "Multnomah County Bridge Operations Centers" "Multnomah County Incident Response Vehicles" "ODOT COMET Freeway Service Patrol Vehicles" "ODOT Interstate 5 Bridge Operations Center" "Oregon State Police Dispatch Center" "Oregon State Police Vehicles" "Other Cities in Multnomah County Traffic Operations Centers" "Other Cities in Multnomah County Traffic Signals and Field Devices" "PDCC Message Broker" "PDCC Mobile Dispatch Center" "Port of Portland Airport Communications Center" "Port of Portland Airport Emergency Vehicles" "Port of Portland Airport Field Devices" "Special Event Promoters" "TriMet Supervisory Vehicles"	

Market Package	Changes Made	Notes
ATMS09: Traffic Forecast & Demand Management	Changed from Planned to Future. Added the following elements: "City of Gresham Traffic Operations Center" "City of Gresham Traffic Signals and Field Devices" "City of Hillsboro Traffic Operations Center" "City of Lake Oswego Traffic Signals and Field Devices" "City of Portland Parking Management" "City of Portland Traffic Operations Center" "City of Portland Traffic Signals and Field Devices" "City of Portland Transit Operations and Dispatch Center" "City of Wilsonville SMART Transit Operations and Dispatch Center" "Clackamas County Traffic Operations Center" "Clackamas County Traffic Signals and Field Devices" "Emissions Management" "Multnomah County Bridge Operations Centers" "Multnomah County Traffic Operations Center" "Multnomah County Traffic Signals and Field Devices" "ODOT Interstate 5 Bridge Operations Center" "ODOT Traffic Management Operations Center" "ODOT Traffic Signals and Field Devices" "Other Cities in Clackamas County Traffic Operations Centers" "Other Cities in Clackamas County Traffic Signals and Field Devices" "Other Cities in Multnomah County Traffic Operations Centers" "Other Cities in Multnomah County Traffic Signals and Field Devices" "Port of Portland Airport Communications Center" "Port of Portland Airport Field Devices" "Port of Portland Airport Parking Management" "Special Event Promoters" "Toll Administration" "TriMet Parking Management"	
ATMS10: Electronic Toll Collection	Changed from Planned to Future. Added the following comment: "The future will likely include tolling vehicles for the use of regional roadways. The technology for electronic tolling is readily available and currently in use in a number of cities and would be used for any tolling system in the Portland area." Added the following elements: "Toll Administration" "Toll Plazas"	

Market Package	Changes Made	Notes
ATMS11: Emissions Monitoring and Management	Changed from Not Planned to Existing. Added the following comment: "The Oregon DEQ currently performs emissions testing on personal vehicles every two years. They also monitor the air quality using an Air Quality Index (AQI) and issue Clean Air Action Day Smog Advisories in the summertime when they predict the AQI will exceed acceptable levels." Added the following element: "Emissions Management"	
ATMS12: Virtual TMC and Smart Probe Data	-	
ATMS13: Standard Railroad Grade Crossing	Added the following comment: "Wayside equipment is used for heavy rail vehicles and TriMet MAX trains and is planned for TriMet Commuter Rail trains. This equipment interacts with flashing lights and gates at crossings. This market package also includes agency-owned passive warning devices (e.g. crossbuck or RR warning signs)." Deleted the following elements: "City of Beaverton Traffic Operations Center" "City of Portland Traffic Operations Center" "Multnomah County Traffic Operations Center" "ODOT Traffic Management Operations Center" "Washington County Traffic Operations Center" Added the following elements: "City of Gresham Traffic Signals and Field Devices" "City of Lake Oswego Traffic Signals and Field Devices" "City of Portland Traffic Signals and Field Devices" "Clackamas County Traffic Signals and Field Devices" "Heavy Rail Wayside Equipment" "Other Cities in Clackamas County Traffic Signals and Field Devices" "Other Cities in Multnomah County Traffic Signals and Field Devices" "TriMet Field Devices"	The TOC's were removed from this market package since it deals mostly with wayside equipment activating gates and flashing lights for at-grade crossings, whereas ATMS14 includes advanced features that would be of interest at the TOC such as train direction, estimated arrival time, and duration in the intersection.

Market Package	Changes Made	Notes
ATMS14: Advanced Railroad Grade Crossing	Added the following comment: "Clackamas County is actively seeking funding to deploy train detection equipment at rail crossings in downtown Milwaukie and downtown Oregon City to provide advanced train activity information to travelers and emergency management personnel. Once a model deployment has been completed, the concepts of the project will be applied to other at-grade rail crossings in Clackamas County based on the successfulness of the project." Deleted the following elements: "City of Portland Traffic Operations Center" "Multnomah County Traffic Operations Center" "Multnomah County Traffic Signals and Field Devices" "ODOT Traffic Management Operations Center" "ODOT Traffic Signals and Field Devices" Added the following elements: "Clackamas County Traffic Signals and Field Devices" "Heavy Rail Wayside Equipment" "Other Cities in Clackamas County Traffic Operations Centers" "Other Cities in Clackamas County Traffic Signals and Field Devices"	
ATMS15: Railroad Operation Coordination	Added the following comment: "Once the TATII Message Broker is operational, information that affects at-grade rail intersections can be fed into TATII by heavy rail operators (e.g. train schedules, crossing maintenance) and transportation agencies (e.g. crossing maintenance)." Deleted the following elements: "City of Beaverton Traffic Operations Center" "City of Hillsboro Traffic Signals and Field Devices" "Other Cities in Washington County Traffic Operations Centers" "Other Cities in Washington County Traffic Signals and Field Devices" "ODOT Traffic Management Operations Center" "ODOT Traffic Signals and Field Devices" Added the following elements: "Heavy Rail Operations" "Maintenance and Construction Management" "TATII Message Broker"	

Market Package	Changes Made	Notes
ATMS16: Parking Facility Management	Changed from Planned to Existing/Planned. Added the following comment: "The Port of Portland has a parking management system in place that includes electronic payment for all facilities and wayfinding by level in the short-term parking garage. They plan to expand the wayfinding system in the garage to include individual parking spaces. The City of Portland uses electronic payment at its parking meters and for monthly pass holders in their Smart Park garages. TriMet plans to monitor their park and ride facilities in the future and provide parking availability information to travelers." Added the following elements: "City of Portland Parking Management" "Port of Portland Airport Parking Management" "TriMet Parking Management"	
ATMS17: Regional Parking Management	Changed from Planned to Future. Added the following comment: "The potential development of a smart card in the future will allow travelers to electronically pay for parking at any publicly-owned facility in the area regardless of which agency owns the facility." Added the following elements: "City of Portland Parking Management" "Port of Portland Airport Parking Management" "TriMet Parking Management"	
ATMS18: Reversible Lane Management	-	
ATMS19: Speed Monitoring	Changed from Existing to Existing/Planned. Added the following comment: "A few agencies within the region currently use driver feedback signs to display a vehicle's speed compared to the posted speed. Other agencies plan to add speed monitoring in additional locations." Deleted the following elements: "City of Beaverton Traffic Operations Center" "ODOT Traffic Management Operations Center" "Other Cities in Washington County Traffic Operations Center" "Washington County Traffic Operations Center" Added the following elements: "City of Gresham Traffic Signals and Field Devices" "City of Lake Oswego Traffic Signals and Field Devices" "City of Portland Traffic Signals and Field Devices" "Multnomah County Traffic Signals and Field Devices" "Other Cities in Clackamas County Traffic Signals and Field Devices" "Other Cities in Multnomah County Traffic Signals and Field Devices"	

Market Package	Changes Made	Notes
ATMS20: Drawbridge Management	Changed from Not Planned to Existing. Added the following comment: "ODOT manages the I-5 bridge over the Columbia River and Multnomah County manages the bridges over the Willamette River." Added the following elements: "Multnomah County Bridge Operations Centers" "ODOT Interstate 5 Bridge Operations Center"	
ATMS21: Roadway Closure Management	Changed from Not Planned to Future. Added the following comment: "Clackamas County and Multnomah County both have flood and/or slide areas where they may deploy roadway closure systems in the future." Added the following elements: "Clackamas County Traffic Operations Center" "Clackamas County Traffic Signals and Field Devices" "Multnomah County Traffic Operations Center" "Multnomah County Traffic Signals and Field Devices"	
AVSS01: Vehicle Safety Monitoring	Changed from Not Planned to Existing/Future. Added the following comment: "Most vehicles include a basic system to alert the driver of potential dangers (e.g. "Check Engine" light). These systems are private initiatives that will be developed by the automotive industry and will continue to advance with new technological developments." Added the following element: "Personal Vehicles (Public at Large)"	
AVSS02: Driver Safety Monitoring	Added the following comment: "If pursued, this market package will be deployed by the automobile industry."	
AVSS03: Longitudinal Safety Warning	Changed from Not Planned to Planned. Added the following comment: "This market package is being pursued by the automotive industry." Added the following element: "Personal Vehicles (Public at Large)"	
AVSS04: Lateral Safety Warning	Changed from Not Planned to Planned. Added the following comment: "This market package is being pursued by the automotive industry." Added the following element: "Personal Vehicles (Public at Large)"	

Market Package	Changes Made	Notes
AVSS05: Intersection Safety Warning	Changed from Not Planned to Future. Added the following comment: "This market package may be deployed within the next 10 years and will involve public agencies installing field devices at traffic signals that can communicate to warning systems in vehicles that alert drivers of potential safety hazards." Added the following elements: "City of Beaverton Traffic Signals and Field Devices" "City of Gresham Traffic Signals and Field Devices" "City of Hillsboro Traffic Signals and Field Devices" "City of Lake Oswego Traffic Signals and Field Devices" "City of Portland Traffic Signals and Field Devices" "Clackamas County Traffic Signals and Field Devices" "Multnomah County Traffic Signals and Field Devices" "ODOT Traffic Signals and Field Devices" "Other Cities in Clackamas County Traffic Signals and Field Devices" "Other Cities in Multnomah County Traffic Signals and Field Devices" "Other Cities in Washington County Traffic Signals and Field Devices" "Personal Vehicles (Public at Large)" "Washington County Traffic Signals and Field Devices"	
AVSS06: Pre-Crash Restraint Deployment	Added the following comment: "If pursued, this market package will be deployed by the automobile industry."	
AVSS07: Driver Visibility Improvement	Added the following comment: "If pursued, this market package will be deployed by the automobile industry."	
AVSS08: Advanced Vehicle Longitudinal Control	Added the following comment: "If pursued, this market package will be deployed by the automobile industry."	
AVSS09: Advanced Vehicle Lateral Control	Added the following comment: "If pursued, this market package will be deployed by the automobile industry."	

Market Package	Changes Made	Notes
AVSS10: Intersection Collision Avoidance	Changed from Not Planned to Future. Added the following comment: "This market package may be deployed within the next 10 years and will involve public agencies installing field devices at traffic signals that can communicate to warning systems in vehicles that alert drivers of potential safety hazards." Added the following elements: "City of Beaverton Traffic Signals and Field Devices" "City of Gresham Traffic Signals and Field Devices" "City of Hillsboro Traffic Signals and Field Devices" "City of Lake Oswego Traffic Signals and Field Devices" "City of Portland Traffic Signals and Field Devices" "Clackamas County Traffic Signals and Field Devices" "Multnomah County Traffic Signals and Field Devices" "ODOT Traffic Signals and Field Devices" "Other Cities in Clackamas County Traffic Signals and Field Devices" "Other Cities in Multnomah County Traffic Signals and Field Devices" "Other Cities in Washington County Traffic Signals and Field Devices" "Personal Vehicles (Public at Large)" "Washington County Traffic Signals and Field Devices"	
AVSS11: Automated Highway System	Added the following comment: "This market package would involve a massive deployment of field devices along the roadway and would require communications between these devices and on-board vehicle systems. No agencies within the Portland area foresee this occurring within the next 10 years."	
CVO01: Fleet Administration	-	
CVO02: Freight Administration	-	
CVO03: Electronic Clearance	-	
CVO04: CV Administrative Processes	-	
CVO05: International Border Electronic Clearance	Changed from Existing to Not Planned.	
CVO06: Weigh-in-Motion	Added the following comment: "Clackamas County uses mobile weigh-in-motion systems on key freight roadways." Added the following element: "Commercial Vehicles"	
CVO07: Roadside CVO Safety	-	
CVO08: On-Board CVO and Freight Safety and Security	-	
CVO09: CVO Fleet Maintenance	-	
CVO10: HAZMAT Management	Added the following elements: "Commercial Vehicles"	

Market Package	Changes Made	Notes
CVO11: Roadside HAZMAT Security Detection and Mitigation	-	
CVO12: CV Driver Security Authentication	-	
CVO13: Freight Assignment Tracking	-	
EM01: Emergency Call-Taking & Dispatch	Deleted the following element: "County Emergency Operations Centers" Added the following elements: "Ambulances" "City Fire Vehicles" "City Police Vehicles" "County Fire Vehicles" "County Sheriff Vehicles" "Mayday Service Centers" "ODOT HazMat Vehicles" "ODOT Transportation Operations Centers" "Oregon State Police Dispatch Center" "Oregon State Police Vehicles" "PDCC Message Broker" "PDCC Mobile Dispatch Center" "Port of Portland Airport Communications Center" "Port of Portland Airport Emergency Vehicles" "U.S. Coast Guard"	The County EOC's were deleted from this market package since they are involved in regionwide disasters covered in other market packages and not the day-to-day emergency operations.

Market Package	Changes Made	Notes
EM02: Emergency Routing	Changed from Planned to Existing/Planned. Added the following comment: "Most traffic signals currently include signal preemption for fire vehicles, which is included in this market package. Dynamic routing will be possible as technology advances and transportation infrastructure provides the information to support it." Deleted the following elements: "City of Portland Traffic Operations Center" "911 Dispatch Centers" "Clackamas County Traffic Operations Center" "Multnomah County Traffic Operations Center" "ODOT Traffic Management Operations Center" "Other Cities in Washington County Traffic Operations Centers" Added the following elements: "Ambulances" "City Fire Vehicles" "City of Beaverton Traffic Signals and Field Devices" "City of Gresham Traffic Signals and Field Devices" "City of Hillsboro Traffic Signals and Field Devices" "City of Lake Oswego Traffic Signals and Field Devices" "City of Portland Traffic Signals and Field Devices" "City Police Vehicles" "County Fire Vehicles" "County Sheriff Vehicles" "Multnomah County Incident Response Vehicles" "ODOT COMET Freeway Service Patrol Vehicles" "ODOT HazMat Vehicles" "Oregon State Police Vehicles" "Other Cities in Clackamas County Traffic Signals and Field Devices" "Other Cities in Multnomah County Traffic Signals and Field Devices" "Other Cities in Washington County Traffic Signals and Field Devices" "PDCC Message Broker" "Port of Portland Airport Emergency Vehicles" "Washington County Traffic Signals and Field Devices"	

Market Package	Changes Made	Notes
EM03: Mayday and Alarms Support	Changed from Not Planned to Existing/Planned. Added the following comment: "Private companies already provide mayday services to people who purchase vehicles with mayday systems and subscribe to the system. Call-takers at mayday service centers facilitate emergency response by calling 911 and passing along information (communications with driver, location of vehicle determined by GPS, etc.). ODOT is currently working on a project to integrate private mayday service systems with emergency and incident management agencies. The PDCC message broker may be used as the interface between system users." Added the following elements: "911 Dispatch Centers" "Mayday Service Centers" "ODOT Traffic Management Operations Center" "PDCC Message Broker" "Personal Vehicles (Public at Large)"	
EM04: Roadway Service Patrols	Added the following element: "ODOT COMET Freeway Service Patrol Vehicles"	
EM05: Transportation Infrastructure Protection	Changed from Not Planned to Existing. Added the following comment: "TriMet monitors most of their infrastructure, including substations and the tunnel. ODOT uses intrusion alarms on the I-5 bridge." Added the following elements: "ODOT Interstate 5 Bridge Operations Center" "TriMet Security Surveillance"	Tri-met monitors tunnel intrusion and ODOT monitors I-5 bridge.

Market Package	Changes Made	Notes
EM06: Wide-Area Alert	Changed from Not Planned to Existing. Added the following elements: "511 Traveler Information Telephone Number" "911 Dispatch Centers" "City of Beaverton Traffic Operations Center" "City of Beaverton Traffic Signals and Field Devices" "City of Gresham Traffic Operations Center" "City of Gresham Traffic Signals and Field Devices" "City of Hillsboro Traffic Operations Center" "City of Hillsboro Traffic Signals and Field Devices" "City of Lake Oswego Traffic Signals and Field Devices" "City of Portland Traffic Operations Center" "City of Portland Traffic Signals and Field Devices" "City of Portland Transit Operations and Dispatch Center" "City of Wilsonville SMART Transit Operations and Dispatch Center" "Clackamas County Traffic Operations Center" "Clackamas County Traffic Signals and Field Devices" "Local Agency Websites" "Multnomah County Traffic Operations Center" "Multnomah County Traffic Signals and Field Devices" "ODOT Traffic Management Operations Center" "ODOT Traffic Signals and Field Devices" "Other Cities in Clackamas County Traffic Operations Center" "Other Cities in Clackamas County Traffic Signals and Field Devices" "Other Cities in Multnomah County Traffic Operations Center" "Other Cities in Multnomah County Traffic Signals and Field Devices" "Other Cities in Washington County Traffic Operations Center" "PDCC Message Broker" "PDCC Mobile Dispatch Center" "Personal Vehicles (Public at Large)" "Port of Portland Airport Communications Center" "Port of Portland Airport Field Devices" "TATII Message Broker" "TriMet Field Devices" "TriMet Transit Operations and Dispatch Centers" "TriMet Website" "TripCheck" "User Devices" "Washington County Traffic Operations Center" "Washington County Traffic Signals and Field Devices"	

Market Package	Changes Made	Notes
EM07: Early Warning System	Changed from Not Planned to Existing. Added the following comment: "Several monitoring and warning systems are currently used: flood and severe weather watches (National Weather Service), earthquake warning system (National Earthquake Information Center), tsunami warning system (U.S. West Coast and Alaska Tsunami Warning Center), and debris flow early warning system (Oregon Department of Forestry). The Oregon Emergency Response System (OERS) is the primary point of contact for state notification of an emergency or disaster." Added the following element: "NOAA National Weather Service" "Statewide Emergency Services System"	

Market Package	Changes Made	Notes
EM08: Disaster Response and Recovery	Changed from Planned to Existing/Planned. Added the following comment: "A number of plans and systems are currently in place to support this market package. The PDCC Message Broker currently under development will help enhance information sharing and integrate CAD systems. Planned communications links between a number of centers will also allow for shared control and monitoring of existing and planned ITS devices and systems." Added the following elements: "City of Gresham Traffic Operations Center" "City of Hillsboro Traffic Operations Center" "City of Portland Traffic Operations Center" "City of Portland Transit Operations and Dispatch Center" "City of Wilsonville SMART Transit Operations and Dispatch Center" "Clackamas County Traffic Operations Center" "C-TRAN Transit Operations and Dispatch Center" "Maintenance and Construction Management" "Multnomah County Bridge Operations Centers" "Multnomah County Traffic Operations Center" "ODOT Interstate 5 Bridge Operations Center" "ODOT Transportation Operations Centers" "Oregon State Police Dispatch Center" "Other Cities in Clackamas County Traffic Operations Centers" "Other Cities in Multnomah County Traffic Operations Centers" "Other Emergency Management Operations" "PDCC Message Broker" "PDCC Mobile Dispatch Center" "Port of Portland Airport Communications Center" "Statewide Emergency Services System" "U.S. Coast Guard" "WSDOT Regional Traffic Operations Center"	

Market Package	Changes Made	Notes
EM09: Evacuation and Reentry Management	Changed from Not Planned to Existing/Planned. Added the following comment: "Local emergency management agencies already have evacuation plans in place. Existing and planned ITS devices and systems may be used to supplement evacuations and reentry. For example, coordinated traffic signal timing plans may be used to flush traffic in a single direction. Additional planning may be required to develop operational plans that include the use of ITS." Added the following elements: "911 Dispatch Centers" "City of Beaverton Traffic Operations Center" "City of Gresham Traffic Operations Center" "City of Hillsboro Traffic Operations Center" "City of Portland Traffic Operations Center" "City of Portland Transit Operations and Dispatch Center" "City of Wilsonville SMART Transit Operations and Dispatch Center" "Clackamas County Traffic Operations Center" "County Emergency Operations Centers" "C-TRAN Transit Operations and Dispatch Center" "Maintenance and Construction Management" "Multnomah County Bridge Operations Centers" "Multnomah County Traffic Operations Center" "ODOT Interstate 5 Bridge Operations Center" "ODOT Traffic Management Operations Center" "ODOT Transportation Operations Centers" "Oregon State Police Dispatch Center" "Other Cities in Clackamas County Traffic Operations Centers" "Other Cities in Multnomah County Traffic Operations Centers" "Other Cities in Washington County Traffic Operations Centers" "Other Emergency Management Operations" "PDCC Message Broker" "PDCC Mobile Dispatch Center" "Port of Portland Airport Communications Center" "Statewide Emergency Services System" "TriMet Transit Operations and Dispatch Centers" "U.S. Coast Guard" "Washington County Traffic Operations Center" "WSDOT Regional Traffic Operations Center"	

Market Package	Changes Made	Notes
EM10: Disaster Traveler Information	Changed from Planned to Existing. Deleted the following elements: "911 Dispatch Centers" "City of Beaverton Traffic Operations Center" "County Emergency Operations Centers" "ODOT Traffic Management Operations Center" "Other Cities in Washington County Traffic Operations Centers" "Washington County Traffic Operations Center" Added the following elements: "511 Traveler Information Phone Number" "Broadcast Media for Portland/Vancouver Area" "Local Agency Websites" "NOAA National Weather Service" "Personal Vehicles (Public at Large)" "Port of Portland Airport Field Devices" "TATII Message Broker" "TriMet Website" "TripCheck" "User Devices"	
MC01: Maintenance and Construction Vehicle and Equipment Tracking	Changed from Planned to Future. Added the following comment: "Automated systems are not in use today because of the large cost and limited benefits. These systems support emergency management operations more than the day-to-day operations. As technology advances and becomes more affordable automated systems will likely be added to many maintenance and construction vehicles." Added the following elements: "Maintenance and Construction Management" "Maintenance and Construction Vehicles"	
MC02: Maintenance & Construction Vehicle Maintenance	Changed from Not Planned to Future. Added the following comment: "Agencies will consider the use of this market package in the future when the technology has been developed and provides a high benefit-to-cost ratio." Added the following elements: "Maintenance and Construction Management" "Maintenance and Construction Vehicles"	Market package APTS6 (Transit Maintenance) covers the maintenance of transit vehicles.

Market Package	Changes Made	Notes
MC03: Road Weather Data Collection	Changed from Planned to Existing/Planned. Added the following comment: "Road weather data is currently collected by a limited number of agencies, but many agencies plan to add weather stations at key locations within the next 10 years." Added the following elements: "City of Gresham Traffic Operations Center" "City of Gresham Traffic Signals and Field Devices" "City of Portland Traffic Operations Center" "City of Portland Traffic Signals and Field Devices" "Maintenance and Construction Management" "Multnomah County Traffic Operations Center" "Multnomah County Traffic Signals and Field Devices" "ODOT Transportation Operations Centers" "Port of Portland Airport Communications Center" "Port of Portland Airport Field Devices"	
MC04: Weather Information Processing and Distribution	Changed from Planned to Existing. Deleted the following elements: "WSDOT Regional Traffic Operations Center" Added the following elements: "511 Traveler Information Phone Number" "Broadcast Media for Portland/Vancouver Area" "City of Beaverton Traffic Operations Center" "City of Gresham Traffic Operations Center" "Local Agency Websites" "Maintenance and Construction Management" "NOAA National Weather Service" "ODOT Transportation Operations Centers" "TATII Message Broker" "TriMet Operations and Dispatch Centers" "TriMet Website" "TripCheck"	
MC05: Roadway Automated Treatment	Changed from Not Planned to Existing/Future. Added the following comment: "ODOT has this system deployed at the Court Creek crossing. Multnomah County may deploy these systems on their bridges in the future." Added the following elements: "Multnomah County Bridge Operations Centers" "ODOT Traffic Signals and Field Devices"	

Market Package	Changes Made	Notes
MC06: Winter Maintenance	Changed from Planned to Future. Added the following comment: "This market package will be utilized in the future after more weather stations have been deployed and after more affordable technology has been developed to support this market package." Deleted the following element: "Clackamas County Traffic Operations Center" Added the following elements: "Maintenance and Construction Management" "Maintenance and Construction Vehicles"	
MC07: Roadway Maintenance and Construction	Changed from Planned to Existing/Future. Added the following comment: "Some existing systems currently provide limited automated notification of non-routine maintenance needs. For example, a traffic signal controller may communicate through a central signal system that a detector loop is not working. Most agencies will wait to deploy maintenance scheduling systems until the technology is readily available." Deleted the following element: "Clackamas County Traffic Operations Center" Added the following elements: "City of Beaverton Traffic Signals and Field Devices" "City of Gresham Traffic Signals and Field Devices" "City of Hillsboro Traffic Signals and Field Devices" "City of Lake Oswego Traffic Signals and Field Devices" "City of Portland Traffic Signals and Field Devices" "Maintenance and Construction Management" "Maintenance and Construction Vehicles" "Multnomah County Bridge Operations Centers" "Multnomah County Traffic Signals and Field Devices" "ODOT Interstate 5 Bridge Operations Center" "Other Cities in Clackamas County Traffic Operations Centers" "Other Cities in Multnomah County Traffic Operations Centers" "Other Cities in Washington County Traffic Operations Centers" "Port of Portland Airport Field Devices" "Washington County Traffic Signals and Field Devices"	

Market Package	Changes Made	Notes
MC08: Work Zone Management	Changed from Planned to Existing/Planned. Added the following comment: "ITS is used in a number of ways today in work zones: posting of delay messages on permanent or portable dynamic message signs, variable speed signs, CCTV camera monitoring, posting of information online at TripCheck or local agency websites, etc. As new construction projects are budgeted, planned and designed, ITS should be built into the project to support the management of the work zone." Added the following elements: "511 Traveler Information Phone Number" "City of Gresham Traffic Operations Center" "City of Gresham Traffic Signals and Field Devices" "City of Hillsboro Traffic Operations Center" "City of Lake Oswego Traffic Signals and Field Devices" "City of Portland Traffic Operations Center" "City of Portland Traffic Signals and Field Devices" "Local Agency Websites" "Maintenance and Construction Management" "Multnomah County Traffic Operations Center" "Multnomah County Traffic Signals and Field Devices" "ODOT Traffic Management Operations Center" "Other Cities in Clackamas County Traffic Operations Center" "Other Cities in Clackamas County Traffic Signals and Field Devices" "Other Cities in Multnomah County Traffic Operations Center" "Other Cities in Multnomah County Traffic Signals and Field Devices" "Port of Portland Airport Communications Center" "Port of Portland Airport Field Devices" "TATII Message Broker" "TripCheck"	
MC09: Work Zone Safety Monitoring	Changed from Existing to Existing/Future. Added the following comment: "ODOT has utilized overheight vehicle warning systems to alert work zone crews of potential safety hazards. Regional transportation agencies should plan to use safety monitoring systems in future construction projects." Added the following element: "Maintenance and Construction Management"	

Market Package	Changes Made	Notes
MC10: Maintenance and Construction Activity Coordination	Changed from Planned to Existing/Programmed. Added the following comment: "Maintenance and construction information is already disseminated through traveler information systems today to some degree. The regional vision for coordinating activities between agencies and utility companies is to use the TATII Message Broker." Added the following elements: "911 Dispatch Centers" "City of Beaverton Traffic Operations Center" "City of Gresham Traffic Operations Center" "City of Hillsboro Traffic Operations Center" "City of Portland Traffic Operations Center" "City of Portland Transit Operations and Dispatch Center" "City of Wilsonville SMART Transit Operations and Dispatch Center" "Clackamas County Traffic Operations Center" "Maintenance and Construction Management" "Multnomah County Traffic Operations Center" "ODOT Traffic Management Operations Center" "ODOT Transportation Operations Centers" "Other Cities in Clackamas County Traffic Operations Centers" "Other Cities in Multnomah County Traffic Operations Centers" "Other Cities in Washington County Traffic Operations Centers" "Port of Portland Airport Communications Center" "TriMet Transit Operations and Dispatch Center" "TATII Message Broker" "WSDOT Regional Traffic Operations Center"	

APPENDIX J: TURBO ARCHITECTURE INTERCONNECT REPORT



TransPort Regional ITS Architecture (Region)

Element	Element	Status
511 Traveler Information Phone Number	User Devices	Existing
911 Dispatch Centers	City Fire Vehicles	Planned
911 Dispatch Centers	City of Beaverton Traffic Operations Center	Planned
911 Dispatch Centers	City of Gresham Traffic Operations Center	Programmed
911 Dispatch Centers	City of Hillsboro Traffic Operations Center	Planned
911 Dispatch Centers	City of Portland Traffic Operations Center	Existing
911 Dispatch Centers	City of Portland Transit Operations and Dispatch Center	Existing
911 Dispatch Centers	City of Wilsonville SMART Transit Operations and Dispatch Center	Existing
911 Dispatch Centers	City Police Vehicles	Planned
911 Dispatch Centers	Clackamas County Traffic Operations Center	Programmed
911 Dispatch Centers	County Emergency Operations Centers	Existing/Planned
911 Dispatch Centers	C-TRAN Transit Operations and Dispatch Center	Existing/Planned
911 Dispatch Centers	Heavy Rail Operations	Planned
911 Dispatch Centers	Maintenance and Construction Management	Existing
911 Dispatch Centers	Mayday Service Centers	Existing
911 Dispatch Centers	Multnomah County Bridge Operations Centers	Existing
911 Dispatch Centers	Multnomah County Traffic Operations Center	Planned
911 Dispatch Centers	ODOT Traffic Management Operations Center	Existing
911 Dispatch Centers	ODOT Transportation Operations Centers	Existing/Planned
911 Dispatch Centers	Oregon State Police Dispatch Center	Existing
911 Dispatch Centers	Other Cities in Clackamas County Traffic Operations Centers	Planned
911 Dispatch Centers	Other Cities in Multnomah County Traffic Operations Centers	Planned
911 Dispatch Centers	Other Cities in Washington County Traffic Operations Centers	Planned
911 Dispatch Centers	Other Emergency Management Operations	Existing/Planned
911 Dispatch Centers	PDCC Message Broker	Programmed
911 Dispatch Centers	PDCC Mobile Dispatch Center	Programmed
911 Dispatch Centers	Port of Portland Airport Communications Center	Existing
911 Dispatch Centers	Statewide Emergency Services System	Existing/Planned
911 Dispatch Centers	TATII Message Broker	Planned
911 Dispatch Centers	TriMet Transit Operations and Dispatch Centers	Existing
911 Dispatch Centers	U.S. Coast Guard	Existing
911 Dispatch Centers	Washington County Traffic Operations Center	Planned
911 Dispatch Centers	WSDOT Regional Traffic Operations Center	Existing
Amtrak Operations	City of Portland Traffic Operations Center	Planned
Amtrak Operations	City of Portland Traffic Signals and Field Devices	Planned
Amtrak Operations	Clackamas County Traffic Operations Center	Planned
Amtrak Operations	Clackamas County Traffic Signals and Field Devices	Planned
Amtrak Operations	ODOT Traffic Signals and Field Devices	Planned

TransPort Regional ITS Architecture (Region)

Element	Element	Status
Amtrak Operations	Other Cities in Clackamas County Traffic Signals and Field Devices	Planned
Broadcast Media for Portland/Vancouver Area	ODOT Traffic Management Operations Center	Existing
Broadcast Media for Portland/Vancouver Area	TATII Message Broker	Planned
Broadcast Media for Portland/Vancouver Area	TriMet Website	Planned
Broadcast Media for Portland/Vancouver Area	TripCheck	Planned
Broadcast Media for Portland/Vancouver Area	WSDOT Regional Traffic Operations Center	Planned
City Fire Vehicles	City of Beaverton Traffic Signals and Field Devices	Existing/Planned
City Fire Vehicles	City of Gresham Traffic Signals and Field Devices	Existing/Planned
City Fire Vehicles	City of Hillsboro Traffic Signals and Field Devices	Existing/Planned
City Fire Vehicles	City of Lake Oswego Traffic Signals and Field Devices	Existing/Planned
City Fire Vehicles	City of Portland Traffic Signals and Field Devices	Existing/Planned
City Fire Vehicles	Clackamas County Traffic Signals and Field Devices	Existing/Planned
City Fire Vehicles	Multnomah County Traffic Signals and Field Devices	Existing/Planned
City Fire Vehicles	ODOT Traffic Signals and Field Devices	Existing/Planned
City Fire Vehicles	Other Cities in Clackamas County Traffic Signals and Field Devices	Existing/Planned
City Fire Vehicles	Other Cities in Multnomah County Traffic Signals and Field Devices	Existing/Planned
City Fire Vehicles	Other Cities in Washington County Traffic Signals and Field Devices	Existing/Planned
City Fire Vehicles	Washington County Traffic Signals and Field Devices	Existing/Planned
City of Beaverton Traffic Operations Center	City of Beaverton Traffic Signals and Field Devices	Existing
City of Beaverton Traffic Operations Center	City of Hillsboro Traffic Operations Center	Planned
City of Beaverton Traffic Operations Center	City of Portland Traffic Operations Center	Planned
City of Beaverton Traffic Operations Center	County Emergency Operations Centers	Planned
City of Beaverton Traffic Operations Center	Maintenance and Construction Management	Planned
City of Beaverton Traffic Operations Center	ODOT Traffic Management Operations Center	Planned
City of Beaverton Traffic Operations Center	Other Cities in Washington County Traffic Operations Centers	Planned
City of Beaverton Traffic Operations Center	Portland State University PORTAL Data Warehouse	Planned
City of Beaverton Traffic Operations Center	Special Event Promoters	Planned
City of Beaverton Traffic Operations Center	Statewide Emergency Services System	Planned
City of Beaverton Traffic Operations Center	TATII Message Broker	Planned
City of Beaverton Traffic Operations Center	Washington County Traffic Operations Center	Planned
City of Beaverton Traffic Operations Center	Washington County Traffic Signals and Field Devices	Planned
City of Beaverton Traffic Signals and Field Devices	County Fire Vehicles	Existing/Planned
City of Beaverton Traffic Signals and Field Devices	Heavy Rail Wayside Equipment	Existing/Planned
City of Beaverton Traffic Signals and Field Devices	TriMet Commuter Rail	Programmed
City of Beaverton Traffic Signals and Field Devices	TriMet Field Devices	Existing/Planned
City of Beaverton Traffic Signals and Field Devices	TriMet Fixed-Route Buses	Planned
City of Beaverton Traffic Signals and Field Devices	Washington County Traffic Operations Center	Planned
City of Gresham Traffic Operations Center	City of Gresham Traffic Signals and Field Devices	Planned
City of Gresham Traffic Operations Center	City of Portland Traffic Operations Center	Existing
City of Gresham Traffic Operations Center	Clackamas County Traffic Operations Center	Programmed

TransPort Regional ITS Architecture (Region)

Element	Element	Status
City of Gresham Traffic Operations Center	County Emergency Operations Centers	Planned
City of Gresham Traffic Operations Center	Maintenance and Construction Management	Planned
City of Gresham Traffic Operations Center	Multnomah County Traffic Signals and Field Devices	Planned
City of Gresham Traffic Operations Center	ODOT Traffic Management Operations Center	Planned
City of Gresham Traffic Operations Center	Portland State University PORTAL Data Warehouse	Planned
City of Gresham Traffic Operations Center	Statewide Emergency Services System	Planned
City of Gresham Traffic Operations Center	TATII Message Broker	Planned
City of Gresham Traffic Operations Center	TripCheck	Planned
City of Gresham Traffic Signals and Field Devices	County Fire Vehicles	Existing/Planned
City of Gresham Traffic Signals and Field Devices	Heavy Rail Wayside Equipment	Existing/Planned
City of Gresham Traffic Signals and Field Devices	Multnomah County Traffic Operations Center	Planned
City of Gresham Traffic Signals and Field Devices	TriMet Field Devices	Existing/Planned
City of Gresham Traffic Signals and Field Devices	TriMet Fixed-Route Buses	Planned
City of Gresham Traffic Signals and Field Devices	TriMet MAX Trains	Planned
City of Hillsboro Traffic Operations Center	City of Hillsboro Traffic Signals and Field Devices	Planned
City of Hillsboro Traffic Operations Center	City of Portland Traffic Operations Center	Planned
City of Hillsboro Traffic Operations Center	County Emergency Operations Centers	Planned
City of Hillsboro Traffic Operations Center	Maintenance and Construction Management	Planned
City of Hillsboro Traffic Operations Center	ODOT Traffic Management Operations Center	Planned
City of Hillsboro Traffic Operations Center	Other Cities in Washington County Traffic Operations Centers	Planned
City of Hillsboro Traffic Operations Center	Statewide Emergency Services System	Planned
City of Hillsboro Traffic Operations Center	TATII Message Broker	Planned
City of Hillsboro Traffic Operations Center	Washington County Traffic Operations Center	Planned
City of Hillsboro Traffic Signals and Field Devices	County Fire Vehicles	Existing/Planned
City of Hillsboro Traffic Signals and Field Devices	Heavy Rail Wayside Equipment	Existing
City of Hillsboro Traffic Signals and Field Devices	TriMet Field Devices	Existing
City of Hillsboro Traffic Signals and Field Devices	TriMet Fixed-Route Buses	Planned
City of Hillsboro Traffic Signals and Field Devices	TriMet MAX Trains	Existing
City of Hillsboro Traffic Signals and Field Devices	Washington County Traffic Operations Center	Planned
City of Lake Oswego Traffic Signals and Field Devices	County Fire Vehicles	Existing/Planned
City of Portland Aerial Tram	City of Portland Transit Operations and Dispatch Center	Future
City of Portland Parking Management	City of Portland Traffic Operations Center	Planned
City of Portland Parking Management	Port of Portland Airport Parking Management	Future
City of Portland Parking Management	TriMet Parking Management	Future
City of Portland Streetcar Vehicles	City of Portland Traffic Signals and Field Devices	Existing
City of Portland Streetcar Vehicles	City of Portland Transit Operations and Dispatch Center	Existing
City of Portland Traffic Operations Center	City of Portland Traffic Signals and Field Devices	Existing
City of Portland Traffic Operations Center	City of Portland Transit Operations and Dispatch Center	Existing/Planned
City of Portland Traffic Operations Center	Clackamas County Traffic Operations Center	Programmed
City of Portland Traffic Operations Center	County Emergency Operations Centers	Planned
City of Portland Traffic Operations Center	Maintenance and Construction Management	Existing
City of Portland Traffic Operations Center	ODOT Traffic Management Operations Center	Existing

TransPort Regional ITS Architecture (Region)

Element	Element	Status
City of Portland Traffic Operations Center	ODOT Traffic Signals and Field Devices	Existing
City of Portland Traffic Operations Center	Portland State University PORTAL Data Warehouse	Existing
City of Portland Traffic Operations Center	Special Event Promoters	Existing
City of Portland Traffic Operations Center	Statewide Emergency Services System	Existing/Planned
City of Portland Traffic Operations Center	TATII Message Broker	Programmed
City of Portland Traffic Operations Center	TriMet Transit Operations and Dispatch Centers	Existing
City of Portland Traffic Operations Center	Washington County Traffic Operations Center	Planned
City of Portland Traffic Signals and Field Devices	County Fire Vehicles	Existing/Planned
City of Portland Traffic Signals and Field Devices	Heavy Rail Wayside Equipment	Existing
City of Portland Traffic Signals and Field Devices	TriMet Field Devices	Existing
City of Portland Traffic Signals and Field Devices	TriMet Fixed-Route Buses	Existing/Planned
City of Portland Traffic Signals and Field Devices	TriMet MAX Trains	Existing
City of Portland Transit Operations and Dispatch Center	Statewide Emergency Services System	Planned
City of Portland Transit Operations and Dispatch Center	TriMet Transit Operations and Dispatch Centers	Existing
City of Wilsonville SMART Fixed-Route Buses	City of Wilsonville SMART Transit Operations and Dispatch Center	Planned
City of Wilsonville SMART Paratransit Vehicles	City of Wilsonville SMART Transit Operations and Dispatch Center	Future
City of Wilsonville SMART Transit Operations and Dispatch Center	TriMet Transit Operations and Dispatch Centers	Existing
Clackamas County Traffic Operations Center	Clackamas County Traffic Signals and Field Devices	Future
Clackamas County Traffic Operations Center	County Emergency Operations Centers	Planned
Clackamas County Traffic Operations Center	Maintenance and Construction Management	Existing
Clackamas County Traffic Operations Center	NOAA National Weather Service	Planned
Clackamas County Traffic Operations Center	ODOT Traffic Management Operations Center	Existing
Clackamas County Traffic Operations Center	Other Cities in Clackamas County Traffic Operations Centers	Planned
Clackamas County Traffic Operations Center	Other Cities in Clackamas County Traffic Signals and Field Devices	Existing
Clackamas County Traffic Operations Center	Portland State University PORTAL Data Warehouse	Planned
Clackamas County Traffic Operations Center	Statewide Emergency Services System	Existing/Planned
Clackamas County Traffic Operations Center	TATII Message Broker	Programmed
Clackamas County Traffic Operations Center	TripCheck	Planned
Clackamas County Traffic Signals and Field Devices	County Fire Vehicles	Existing/Planned
Clackamas County Traffic Signals and Field Devices	Heavy Rail Wayside Equipment	Existing/Programmed
Clackamas County Traffic Signals and Field Devices	Other Cities in Clackamas County Traffic Operations Centers	Planned
Clackamas County Traffic Signals and Field Devices	TriMet Fixed-Route Buses	Planned
Clackamas County Traffic Signals and Field Devices	TriMet MAX Trains	Planned
Commercial Vehicles	ODOT Traffic Management Operations Center	Planned
County Emergency Operations Centers	C-TRAN Transit Operations and Dispatch Center	Existing/Planned
County Emergency Operations Centers	Maintenance and Construction Management	Existing/Planned
County Emergency Operations Centers	Mayday Service Centers	Planned

TransPort Regional ITS Architecture (Region)

Element	Element	Status
County Emergency Operations Centers	Multnomah County Bridge Operations Centers	Existing/Planned
County Emergency Operations Centers	Multnomah County Traffic Operations Center	Planned
County Emergency Operations Centers	ODOT Interstate 5 Bridge Operations Center	Existing/Planned
County Emergency Operations Centers	ODOT Traffic Management Operations Center	Existing
County Emergency Operations Centers	ODOT Transportation Operations Centers	Existing/Planned
County Emergency Operations Centers	Oregon State Police Dispatch Center	Planned
County Emergency Operations Centers	Other Emergency Management Operations	Existing/Planned
County Emergency Operations Centers	PDCC Message Broker	Programmed
County Emergency Operations Centers	PDCC Mobile Dispatch Center	Programmed
County Emergency Operations Centers	Port of Portland Airport Communications Center	Existing/Planned
County Emergency Operations Centers	Statewide Emergency Services System	Existing/Planned
County Emergency Operations Centers	TriMet Transit Operations and Dispatch Centers	Existing/Planned
County Emergency Operations Centers	U.S. Coast Guard	Existing/Planned
County Emergency Operations Centers	Washington County Traffic Operations Center	Programmed
County Fire Vehicles	Multnomah County Traffic Signals and Field Devices	Existing/Planned
County Fire Vehicles	ODOT Traffic Signals and Field Devices	Existing/Planned
County Fire Vehicles	Other Cities in Clackamas County Traffic Signals and Field Devices	Existing/Planned
County Fire Vehicles	Other Cities in Multnomah County Traffic Signals and Field Devices	Existing/Planned
County Fire Vehicles	Other Cities in Washington County Traffic Signals and Field Devices	Existing/Planned
County Fire Vehicles	Washington County Traffic Signals and Field Devices	Existing/Planned
C-TRAN Transit Operations and Dispatch Center	TriMet Transit Operations and Dispatch Centers	Existing/Planned
Heavy Rail Operations	Heavy Rail Wayside Equipment	Existing
Heavy Rail Operations	Maintenance and Construction Management	Planned
Heavy Rail Operations	TriMet Field Devices	Existing
Heavy Rail Wayside Equipment	Multnomah County Traffic Signals and Field Devices	Existing/Planned
Heavy Rail Wayside Equipment	ODOT Traffic Signals and Field Devices	Existing/Programmed
Heavy Rail Wayside Equipment	Other Cities in Clackamas County Traffic Signals and Field Devices	Existing/Planned
Heavy Rail Wayside Equipment	Other Cities in Multnomah County Traffic Signals and Field Devices	Existing
Heavy Rail Wayside Equipment	Other Cities in Washington County Traffic Signals and Field Devices	Existing
Heavy Rail Wayside Equipment	Washington County Traffic Signals and Field Devices	Existing/Programmed
Local Agency Websites	Maintenance and Construction Management	Existing
Local Agency Websites	Personal Vehicles (Public at Large)	Existing
Local Agency Websites	TATII Message Broker	Programmed
Local Agency Websites	TriMet Transit Operations and Dispatch Centers	Existing
Local Agency Websites	TripCheck	Existing
Local Agency Websites	User Devices	Existing
Maintenance and Construction Management	Maintenance and Construction Vehicles	Existing/Planned

TransPort Regional ITS Architecture (Region)

Element	Element	Status
Maintenance and Construction Management	Multnomah County Traffic Operations Center	Planned
Maintenance and Construction Management	NOAA National Weather Service	Planned
Maintenance and Construction Management	ODOT Traffic Management Operations Center	Existing
Maintenance and Construction Management	ODOT Transportation Operations Centers	Existing
Maintenance and Construction Management	Port of Portland Airport Communications Center	Existing
Maintenance and Construction Management	Statewide Emergency Services System	Planned
Maintenance and Construction Management	TATII Message Broker	Planned
Maintenance and Construction Management	TriMet Transit Operations and Dispatch Centers	Existing
Maintenance and Construction Management	TripCheck	Existing
Maintenance and Construction Management	Washington County Traffic Operations Center	Existing/Planned
Mayday Service Centers	ODOT Traffic Management Operations Center	Existing
Mayday Service Centers	ODOT Transportation Operations Centers	Existing
Mayday Service Centers	PDCC Message Broker	Programmed
Mayday Service Centers	PDCC Mobile Dispatch Center	Programmed
Mayday Service Centers	Personal Vehicles (Public at Large)	Existing/Planned
Multnomah County Bridge Operations Centers	Multnomah County Traffic Operations Center	Planned
Multnomah County Bridge Operations Centers	Statewide Emergency Services System	Existing/Planned
Multnomah County Traffic Operations Center	Multnomah County Traffic Signals and Field Devices	Planned
Multnomah County Traffic Operations Center	ODOT Traffic Management Operations Center	Programmed
Multnomah County Traffic Operations Center	Other Cities in Multnomah County Traffic Operations Centers	Planned
Multnomah County Traffic Operations Center	Other Cities in Multnomah County Traffic Signals and Field Devices	Planned
Multnomah County Traffic Operations Center	Portland State University PORTAL Data Warehouse	Planned
Multnomah County Traffic Operations Center	Statewide Emergency Services System	Planned
Multnomah County Traffic Operations Center	TATII Message Broker	Programmed
Multnomah County Traffic Operations Center	TripCheck	Planned
Multnomah County Traffic Signals and Field Devices	TriMet Field Devices	Existing/Planned
Multnomah County Traffic Signals and Field Devices	TriMet Fixed-Route Buses	Planned
Multnomah County Traffic Signals and Field Devices	TriMet MAX Trains	Planned
NOAA National Weather Service	ODOT Traffic Management Operations Center	Existing/Planned
NOAA National Weather Service	ODOT Transportation Operations Centers	Existing
NOAA National Weather Service	TATII Message Broker	Programmed
ODOT COMET Freeway Service Patrol Vehicles	ODOT Traffic Management Operations Center	Existing
ODOT HazMat Vehicles	ODOT Traffic Management Operations Center	Existing
ODOT Interstate 5 Bridge Operations Center	ODOT Traffic Management Operations Center	Existing
ODOT Interstate 5 Bridge Operations Center	ODOT Traffic Signals and Field Devices	Existing/Programmed
ODOT Interstate 5 Bridge Operations Center	Statewide Emergency Services System	Existing/Planned
ODOT Traffic Management Operations Center	ODOT Traffic Signals and Field Devices	Existing
ODOT Traffic Management Operations Center	ODOT Transportation Operations Centers	Existing
ODOT Traffic Management Operations Center	Oregon State Police Dispatch Center	Existing
ODOT Traffic Management Operations Center	Oregon State Police Vehicles	Planned
ODOT Traffic Management Operations Center	Other Emergency Management Operations	Existing/Planned

TransPort Regional ITS Architecture (Region)

Element	Element	Status
ODOT Traffic Management Operations Center	PDCC Message Broker	Programmed
ODOT Traffic Management Operations Center	PDCC Mobile Dispatch Center	Programmed
ODOT Traffic Management Operations Center	Port of Portland Airport Communications Center	Existing
ODOT Traffic Management Operations Center	Portland State University PORTAL Data Warehouse	Existing
ODOT Traffic Management Operations Center	Special Event Promoters	Existing
ODOT Traffic Management Operations Center	Statewide Emergency Services System	Existing/Planned
ODOT Traffic Management Operations Center	TATII Message Broker	Programmed
ODOT Traffic Management Operations Center	TriMet Transit Operations and Dispatch Centers	Existing
ODOT Traffic Management Operations Center	TripCheck	Existing
ODOT Traffic Management Operations Center	U.S. Coast Guard	Existing
ODOT Traffic Management Operations Center	Washington County Traffic Operations Center	Planned
ODOT Traffic Management Operations Center	WSDOT Regional Traffic Operations Center	Existing
ODOT Traffic Signals and Field Devices	ODOT Transportation Operations Centers	Existing/Programmed
ODOT Traffic Signals and Field Devices	TriMet Commuter Rail	Programmed
ODOT Traffic Signals and Field Devices	TriMet Field Devices	Existing/Programmed
ODOT Traffic Signals and Field Devices	TriMet Fixed-Route Buses	Planned
ODOT Traffic Signals and Field Devices	TriMet MAX Trains	Existing
ODOT Transportation Operations Centers	Oregon State Police Dispatch Center	Existing
ODOT Transportation Operations Centers	PDCC Message Broker	Programmed
ODOT Transportation Operations Centers	PDCC Mobile Dispatch Center	Programmed
ODOT Transportation Operations Centers	Port of Portland Airport Communications Center	Existing/Planned
ODOT Transportation Operations Centers	Statewide Emergency Services System	Existing/Planned
ODOT Transportation Operations Centers	WSDOT Regional Traffic Operations Center	Existing/Planned
Oregon State Police Dispatch Center	Oregon State Police Vehicles	Existing
Oregon State Police Dispatch Center	Other Emergency Management Operations	Existing/Planned
Oregon State Police Dispatch Center	PDCC Message Broker	Programmed
Oregon State Police Dispatch Center	PDCC Mobile Dispatch Center	Programmed
Oregon State Police Dispatch Center	Statewide Emergency Services System	Existing/Planned
Other Cities in Clackamas County Traffic Operations Centers	Other Cities in Clackamas County Traffic Signals and Field Devices	Planned
Other Cities in Clackamas County Traffic Operations Centers	TATII Message Broker	Planned
Other Cities in Clackamas County Traffic Signals and Field Devices	TriMet Fixed-Route Buses	Planned
Other Cities in Multnomah County Traffic Operations Centers	Other Cities in Multnomah County Traffic Signals and Field Devices	Planned
Other Cities in Multnomah County Traffic Operations Centers	TATII Message Broker	Planned
Other Cities in Multnomah County Traffic Signals and Field Devices	TriMet Fixed-Route Buses	Planned
Other Cities in Washington County Traffic Operations Centers	Other Cities in Washington County Traffic Signals and Field Devices	Planned
Other Cities in Washington County Traffic Operations Centers	Statewide Emergency Services System	Planned

TransPort Regional ITS Architecture (Region)

Element	Element	Status
Other Cities in Washington County Traffic Operations Centers	TATII Message Broker	Planned
Other Cities in Washington County Traffic Operations Centers	Washington County Traffic Operations Center	Planned
Other Cities in Washington County Traffic Signals and Field Devices	Washington County Traffic Operations Center	Existing
Other Emergency Management Operations	PDCC Message Broker	Programmed
Other Emergency Management Operations	PDCC Mobile Dispatch Center	Programmed
Other Emergency Management Operations	Port of Portland Airport Communications Center	Existing/Planned
Other Emergency Management Operations	Statewide Emergency Services System	Existing/Planned
Other Emergency Management Operations	TriMet Transit Operations and Dispatch Centers	Existing/Planned
PDCC Message Broker	PDCC Mobile Dispatch Center	Programmed
PDCC Message Broker	Port of Portland Airport Communications Center	Programmed
PDCC Message Broker	Statewide Emergency Services System	Programmed
PDCC Message Broker	TriMet Transit Operations and Dispatch Centers	Programmed
PDCC Message Broker	U.S. Coast Guard	Programmed
PDCC Mobile Dispatch Center	Port of Portland Airport Communications Center	Programmed
PDCC Mobile Dispatch Center	Statewide Emergency Services System	Programmed
PDCC Mobile Dispatch Center	TriMet Transit Operations and Dispatch Centers	Programmed
Personal Vehicles (Public at Large)	TATII Message Broker	Planned
Personal Vehicles (Public at Large)	Toll Plazas	Future
Personal Vehicles (Public at Large)	TriMet Website	Existing
Personal Vehicles (Public at Large)	TripCheck	Existing
Personal Vehicles (Public at Large)	Yellow Pages Service Providers	Planned
Port of Portland Airport Communications Center	Port of Portland Airport Emergency Vehicles	Existing
Port of Portland Airport Communications Center	Port of Portland Airport Field Devices	Existing/Planned
Port of Portland Airport Communications Center	Port of Portland Airport Parking Management	Existing
Port of Portland Airport Communications Center	Statewide Emergency Services System	Existing/Planned
Port of Portland Airport Communications Center	TATII Message Broker	Programmed
Port of Portland Airport Field Devices	TATII Message Broker	Planned
Port of Portland Data Mart	Portland State University PORTAL Data Warehouse	Planned
Portland State University PORTAL Data Warehouse	TriMet Enterprise Data Mart	Planned
Portland State University PORTAL Data Warehouse	Washington County Traffic Operations Center	Planned
Special Event Promoters	TriMet Transit Operations and Dispatch Centers	Existing
Special Event Promoters	Washington County Traffic Operations Center	Planned
Statewide Emergency Services System	TriMet Transit Operations and Dispatch Centers	Existing/Planned
Statewide Emergency Services System	U.S. Coast Guard	Existing/Planned
Statewide Emergency Services System	Washington County Traffic Operations Center	Planned
TATII Message Broker	TriMet Transit Operations and Dispatch Centers	Programmed
TATII Message Broker	TriMet Website	Programmed
TATII Message Broker	TripCheck	Programmed
TATII Message Broker	Washington County Traffic Operations Center	Programmed
TriMet Commuter Rail	TriMet Transit Operations and Dispatch Centers	Programmed
TriMet Commuter Rail	Washington County Traffic Signals and Field Devices	Programmed

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Element	Element	Status
TriMet Enterprise Data Mart	TriMet Website	Existing
TriMet Field Devices	TriMet Transit Operations and Dispatch Centers	Existing
TriMet Field Devices	TriMet Website	Existing
TriMet Fixed-Route Buses	TriMet Transit Operations and Dispatch Centers	Existing
TriMet LIFT/ATP Paratransit Vehicles	TriMet Transit Operations and Dispatch Centers	Existing
TriMet MAX Trains	TriMet Transit Operations and Dispatch Centers	Existing
TriMet Parking Management	TriMet Website	Planned
TriMet Security Surveillance	TriMet Transit Operations and Dispatch Centers	Existing
TriMet Supervisory Vehicles	TriMet Transit Operations and Dispatch Centers	Existing
TriMet Transit Operations and Dispatch Centers	TriMet Website	Existing
TriMet Website	User Devices	Existing
TripCheck	User Devices	Existing
User Devices	Yellow Pages Service Providers	Existing
Washington County Traffic Operations Center	Washington County Traffic Signals and Field Devices	Planned

APPENDIX K: TURBO ARCHITECTURE FLOW REPORT



TransPort Regional ITS Architecture

Originally developed via survey questions. Updated based on meetings with stakeholders and the TransPort Architecture Subcommittee.

FlowName: decision support information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City Fire Vehicles	
FlowName: emergency dispatch requests	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City Fire Vehicles	
FlowName: suggested route	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City Fire Vehicles	
FlowName: alert notification	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Beaverton Traffic Operations Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Beaverton Traffic Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Beaverton Traffic Operations Center	
FlowName: evacuation information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Beaverton Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Beaverton Traffic Operations Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Beaverton Traffic Operations Center	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Beaverton Traffic Operations Center	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Beaverton Traffic Operations Center	
FlowName: alert notification	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Gresham Traffic Operations Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Gresham Traffic Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Gresham Traffic Operations Center	
FlowName: evacuation information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Gresham Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Gresham Traffic Operations Center	

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FlowName: incident response status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Gresham Traffic Operations Center	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Gresham Traffic Operations Center	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Gresham Traffic Operations Center	
FlowName: alert notification	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Hillsboro Traffic Operations Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Hillsboro Traffic Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Hillsboro Traffic Operations Center	
FlowName: evacuation information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Hillsboro Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Hillsboro Traffic Operations Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Hillsboro Traffic Operations Center	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Hillsboro Traffic Operations Center	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Hillsboro Traffic Operations Center	
FlowName: alert notification	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Portland Traffic Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Portland Traffic Operations Center	
FlowName: emergency traffic control request	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Portland Traffic Operations Center	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Portland Traffic Operations Center	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Portland Traffic Operations Center	
FlowName: incident response status	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Portland Traffic Operations Center	
FlowName: resource request	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Portland Traffic Operations Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Portland Traffic Operations Center	

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FlowName: alert notification	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: emergency transit service request	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: incident response status	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: alert notification	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Wilsonville SMART Transit Operations and Dispatch Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Wilsonville SMART Transit Operations and Dispatch Center	
FlowName: emergency transit service request	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Wilsonville SMART Transit Operations and Dispatch Center	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Wilsonville SMART Transit Operations and Dispatch Center	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Wilsonville SMART Transit Operations and Dispatch Center	
FlowName: incident response status	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Wilsonville SMART Transit Operations and Dispatch Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City of Wilsonville SMART Transit Operations and Dispatch Center	
FlowName: decision support information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City Police Vehicles	
FlowName: emergency dispatch requests	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City Police Vehicles	
FlowName: suggested route	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: City Police Vehicles	

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FlowName: alert notification	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Clackamas County Traffic Operations Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Clackamas County Traffic Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Clackamas County Traffic Operations Center	
FlowName: evacuation information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Clackamas County Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Clackamas County Traffic Operations Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Clackamas County Traffic Operations Center	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Clackamas County Traffic Operations Center	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Clackamas County Traffic Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: County Emergency Operations Centers	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: County Emergency Operations Centers	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: County Emergency Operations Centers	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: County Emergency Operations Centers	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: County Emergency Operations Centers	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: County Emergency Operations Centers	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: C-TRAN Transit Operations and Dispatch Center	
FlowName: emergency transit service request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: C-TRAN Transit Operations and Dispatch Center	
FlowName: evacuation information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: C-TRAN Transit Operations and Dispatch Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: C-TRAN Transit Operations and Dispatch Center	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: C-TRAN Transit Operations and Dispatch Center	

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FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Heavy Rail Operations	
FlowName: evacuation information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Heavy Rail Operations	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Heavy Rail Operations	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Heavy Rail Operations	
FlowName: threat information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Heavy Rail Operations	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Heavy Rail Operations	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Maintenance and Construction Management	
FlowName: emergency traffic control request	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Maintenance and Construction Management	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Maintenance and Construction Management	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Maintenance and Construction Management	
FlowName: incident response status	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Maintenance and Construction Management	
FlowName: maint and constr resource request	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Maintenance and Construction Management	
FlowName: resource request	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Maintenance and Construction Management	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Maintenance and Construction Management	
FlowName: work plan feedback	Status: Existing/Pro	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Maintenance and Construction Management	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Multnomah County Bridge Operations Centers	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Multnomah County Bridge Operations Centers	
FlowName: evacuation information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Multnomah County Bridge Operations Centers	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Multnomah County Bridge Operations Centers	

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FlowName: incident response status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Multnomah County Bridge Operations Centers	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Multnomah County Bridge Operations Centers	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Multnomah County Bridge Operations Centers	
FlowName: alert notification	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: evacuation information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: alert notification	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: alert notification coordination	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency traffic control request	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: incident command information coordination	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: ODOT Traffic Management Operations Center	

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FlowName: incident report	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: incident response coordination	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: incident response status	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: resource request	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: ODOT Transportation Operations Centers	
FlowName: emergency traffic control request	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: ODOT Transportation Operations Centers	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: ODOT Transportation Operations Centers	
FlowName: incident response status	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: ODOT Transportation Operations Centers	
FlowName: resource request	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: ODOT Transportation Operations Centers	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: ODOT Transportation Operations Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Oregon State Police Dispatch Center	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Oregon State Police Dispatch Center	
FlowName: incident command information coordination	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Oregon State Police Dispatch Center	
FlowName: incident report	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Oregon State Police Dispatch Center	
FlowName: incident response coordination	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Oregon State Police Dispatch Center	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Oregon State Police Dispatch Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Oregon State Police Dispatch Center	

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FlowName: alert notification	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Clackamas County Traffic Operations Centers	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Clackamas County Traffic Operations Centers	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Clackamas County Traffic Operations Centers	
FlowName: evacuation information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Clackamas County Traffic Operations Centers	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Clackamas County Traffic Operations Centers	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Clackamas County Traffic Operations Centers	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Clackamas County Traffic Operations Centers	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Clackamas County Traffic Operations Centers	
FlowName: alert notification	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Multnomah County Traffic Operations Centers	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Multnomah County Traffic Operations Centers	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Multnomah County Traffic Operations Centers	
FlowName: evacuation information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Multnomah County Traffic Operations Centers	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Multnomah County Traffic Operations Centers	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Multnomah County Traffic Operations Centers	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Multnomah County Traffic Operations Centers	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Multnomah County Traffic Operations Centers	

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FlowName: alert notification	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Washington County Traffic Operations Centers	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Washington County Traffic Operations Centers	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Washington County Traffic Operations Centers	
FlowName: evacuation information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Washington County Traffic Operations Centers	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Washington County Traffic Operations Centers	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Washington County Traffic Operations Centers	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Washington County Traffic Operations Centers	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Cities in Washington County Traffic Operations Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Emergency Management Operations	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Emergency Management Operations	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Emergency Management Operations	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Emergency Management Operations	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Emergency Management Operations	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Other Emergency Management Operations	
FlowName: incident report	Status: Programmed	In Regional Architecture
Source: 911 Dispatch Centers	Destination: PDCC Message Broker	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: 911 Dispatch Centers	Destination: PDCC Message Broker	
FlowName: alert notification coordination	Status: Programmed	In Regional Architecture
Source: 911 Dispatch Centers	Destination: PDCC Mobile Dispatch Center	

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FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: 911 Dispatch Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: 911 Dispatch Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: 911 Dispatch Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: incident report	Status: Programmed	In Regional Architecture
Source: 911 Dispatch Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: 911 Dispatch Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: 911 Dispatch Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: 911 Dispatch Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: alert notification	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Port of Portland Airport Communications Center	
FlowName: alert notification coordination	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Port of Portland Airport Communications Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Port of Portland Airport Communications Center	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Port of Portland Airport Communications Center	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Port of Portland Airport Communications Center	
FlowName: incident command information coordination	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Port of Portland Airport Communications Center	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Port of Portland Airport Communications Center	
FlowName: incident report	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Port of Portland Airport Communications Center	
FlowName: incident response coordination	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Port of Portland Airport Communications Center	
FlowName: incident response status	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Port of Portland Airport Communications Center	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Port of Portland Airport Communications Center	
FlowName: resource request	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Port of Portland Airport Communications Center	

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FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Port of Portland Airport Communications Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Statewide Emergency Services System	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Statewide Emergency Services System	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Statewide Emergency Services System	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Statewide Emergency Services System	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Statewide Emergency Services System	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Statewide Emergency Services System	
FlowName: alert notification	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: TATII Message Broker	
FlowName: alert notification	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: alert notification coordination	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency transit service request	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident command information coordination	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident response coordination	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident response status	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: TriMet Transit Operations and Dispatch Centers	

TransPort Regional ITS Architecture

FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: U.S. Coast Guard	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: U.S. Coast Guard	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: U.S. Coast Guard	
FlowName: incident report	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: U.S. Coast Guard	
FlowName: incident response coordination	Status: Existing	In Regional Architecture
Source: 911 Dispatch Centers	Destination: U.S. Coast Guard	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: U.S. Coast Guard	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: 911 Dispatch Centers	Destination: U.S. Coast Guard	
FlowName: alert notification	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Washington County Traffic Operations Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Washington County Traffic Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Washington County Traffic Operations Center	
FlowName: evacuation information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Washington County Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Washington County Traffic Operations Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Washington County Traffic Operations Center	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Washington County Traffic Operations Center	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: Washington County Traffic Operations Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: WSDOT Regional Traffic Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: WSDOT Regional Traffic Operations Center	
FlowName: evacuation information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: WSDOT Regional Traffic Operations Center	

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FlowName: incident information	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: WSDOT Regional Traffic Operations Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: WSDOT Regional Traffic Operations Center	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: WSDOT Regional Traffic Operations Center	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: 911 Dispatch Centers	Destination: WSDOT Regional Traffic Operations Center	
FlowName: railroad advisories	Status: Planned	In Regional Architecture
Source: Amtrak Operations	Destination: City of Portland Traffic Operations Center	
FlowName: railroad schedules	Status: Planned	In Regional Architecture
Source: Amtrak Operations	Destination: City of Portland Traffic Operations Center	
FlowName: arriving train information	Status: Planned	In Regional Architecture
Source: Amtrak Operations	Destination: City of Portland Traffic Signals and Field Devices	
FlowName: track status	Status: Planned	In Regional Architecture
Source: Amtrak Operations	Destination: City of Portland Traffic Signals and Field Devices	
FlowName: railroad advisories	Status: Planned	In Regional Architecture
Source: Amtrak Operations	Destination: Clackamas County Traffic Operations Center	
FlowName: railroad schedules	Status: Planned	In Regional Architecture
Source: Amtrak Operations	Destination: Clackamas County Traffic Operations Center	
FlowName: arriving train information	Status: Planned	In Regional Architecture
Source: Amtrak Operations	Destination: Clackamas County Traffic Signals and Field Devices	
FlowName: track status	Status: Planned	In Regional Architecture
Source: Amtrak Operations	Destination: Clackamas County Traffic Signals and Field Devices	
FlowName: arriving train information	Status: Planned	In Regional Architecture
Source: Amtrak Operations	Destination: ODOT Traffic Signals and Field Devices	
FlowName: track status	Status: Planned	In Regional Architecture
Source: Amtrak Operations	Destination: ODOT Traffic Signals and Field Devices	
FlowName: arriving train information	Status: Planned	In Regional Architecture
Source: Amtrak Operations	Destination: Other Cities in Clackamas County Traffic Signals and Field Devices	
FlowName: track status	Status: Planned	In Regional Architecture
Source: Amtrak Operations	Destination: Other Cities in Clackamas County Traffic Signals and Field Devices	
FlowName: external reports	Status: Planned	In Regional Architecture
Source: Broadcast Media for Portland/Vancouver Area	Destination: ODOT Traffic Management Operations Center	
FlowName: media information request	Status: Planned	In Regional Architecture
Source: Broadcast Media for Portland/Vancouver Area	Destination: TATII Message Broker	

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FlowName: emergency dispatch response	Status: Planned	In Regional Architecture
Source: City Fire Vehicles	Destination: 911 Dispatch Centers	
FlowName: emergency vehicle tracking data	Status: Planned	In Regional Architecture
Source: City Fire Vehicles	Destination: 911 Dispatch Centers	
FlowName: incident status	Status: Planned	In Regional Architecture
Source: City Fire Vehicles	Destination: 911 Dispatch Centers	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: City Fire Vehicles	Destination: City of Beaverton Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: City Fire Vehicles	Destination: City of Gresham Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: City Fire Vehicles	Destination: City of Hillsboro Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: City Fire Vehicles	Destination: City of Lake Oswego Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: City Fire Vehicles	Destination: City of Portland Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: City Fire Vehicles	Destination: Clackamas County Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: City Fire Vehicles	Destination: Multnomah County Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: City Fire Vehicles	Destination: ODOT Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: City Fire Vehicles	Destination: Other Cities in Clackamas County Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: City Fire Vehicles	Destination: Other Cities in Multnomah County Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: City Fire Vehicles	Destination: Other Cities in Washington County Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: City Fire Vehicles	Destination: Washington County Traffic Signals and Field Devices	
FlowName: alert status	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: 911 Dispatch Centers	

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FlowName: incident information	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: roadway information system data	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: City of Beaverton Traffic Signals and Field Devices	
FlowName: signal control data	Status: Existing	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: City of Beaverton Traffic Signals and Field Devices	
FlowName: traffic sensor control	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: City of Beaverton Traffic Signals and Field Devices	
FlowName: video surveillance control	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: City of Beaverton Traffic Signals and Field Devices	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: City of Hillsboro Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: City of Hillsboro Traffic Operations Center	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: City of Portland Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: City of Portland Traffic Operations Center	
FlowName: alert status	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: emergency routes	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: County Emergency Operations Centers	

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FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: maint and constr resource request	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: work plan feedback	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: alert status	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: Other Cities in Washington County Traffic Operations Centers	

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FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: Other Cities in Washington County Traffic Operations Centers	
FlowName: traffic archive data	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: Portland State University PORTAL Data Warehouse	
FlowName: event confirmation	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: Special Event Promoters	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: TATII Message Broker	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: Washington County Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: Washington County Traffic Operations Center	
FlowName: signal control data	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: Washington County Traffic Signals and Field Devices	
FlowName: traffic sensor control	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: Washington County Traffic Signals and Field Devices	
FlowName: video surveillance control	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Operations Center	Destination: Washington County Traffic Signals and Field Devices	
FlowName: signal control status	Status: Existing	In Regional Architecture
Source: City of Beaverton Traffic Signals and Field Devices	Destination: City of Beaverton Traffic Operations Center	
FlowName: speed monitoring information	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Signals and Field Devices	Destination: City of Beaverton Traffic Operations Center	
FlowName: traffic flow	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Signals and Field Devices	Destination: City of Beaverton Traffic Operations Center	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Signals and Field Devices	Destination: City of Beaverton Traffic Operations Center	

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FlowName: hri operational status	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Signals and Field Devices	Destination: Heavy Rail Wayside Equipment	
FlowName: hri operational status	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Signals and Field Devices	Destination: TriMet Field Devices	
FlowName: intersection blockage notification	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Signals and Field Devices	Destination: TriMet Field Devices	
FlowName: traffic flow	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Signals and Field Devices	Destination: Washington County Traffic Operations Center	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: City of Beaverton Traffic Signals and Field Devices	Destination: Washington County Traffic Operations Center	
FlowName: alert status	Status: Programmed	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: emergency traffic control information	Status: Programmed	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: incident information	Status: Programmed	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: resource deployment status	Status: Programmed	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: road network conditions	Status: Programmed	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: road network status assessment	Status: Programmed	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: traffic images	Status: Programmed	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: environmental sensors control	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: City of Gresham Traffic Signals and Field Devices	
FlowName: roadway information system data	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: City of Gresham Traffic Signals and Field Devices	
FlowName: signal control data	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: City of Gresham Traffic Signals and Field Devices	
FlowName: traffic sensor control	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: City of Gresham Traffic Signals and Field Devices	
FlowName: video surveillance control	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: City of Gresham Traffic Signals and Field Devices	
FlowName: traffic control coordination	Status: Programmed	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: City of Portland Traffic Operations Center	

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FlowName: traffic information coordination	Status: Programmed	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: City of Portland Traffic Operations Center	
FlowName: traffic control coordination	Status: Programmed	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: Clackamas County Traffic Operations Center	
FlowName: traffic information coordination	Status: Programmed	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: Clackamas County Traffic Operations Center	
FlowName: alert status	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: emergency routes	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: maint and constr resource request	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: work plan feedback	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: traffic sensor control	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: Multnomah County Traffic Signals and Field Devices	

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FlowName: video surveillance control	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: Multnomah County Traffic Signals and Field Devices	
FlowName: alert status	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency routes	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic archive data	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: Portland State University PORTAL Data Warehouse	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: TATII Message Broker	

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FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Operations Center	Destination: TripCheck	
FlowName: environmental conditions data	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Signals and Field Devices	Destination: City of Gresham Traffic Operations Center	
FlowName: hri status	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Signals and Field Devices	Destination: City of Gresham Traffic Operations Center	
FlowName: intersection blockage notification	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Signals and Field Devices	Destination: City of Gresham Traffic Operations Center	
FlowName: roadway information system status	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Signals and Field Devices	Destination: City of Gresham Traffic Operations Center	
FlowName: signal control status	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Signals and Field Devices	Destination: City of Gresham Traffic Operations Center	
FlowName: traffic flow	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Signals and Field Devices	Destination: City of Gresham Traffic Operations Center	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Signals and Field Devices	Destination: City of Gresham Traffic Operations Center	
FlowName: environmental conditions data	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Signals and Field Devices	Destination: Multnomah County Traffic Operations Center	
FlowName: environmental probe data	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Signals and Field Devices	Destination: Multnomah County Traffic Operations Center	
FlowName: roadway information system status	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Signals and Field Devices	Destination: Multnomah County Traffic Operations Center	
FlowName: signal control status	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Signals and Field Devices	Destination: Multnomah County Traffic Operations Center	
FlowName: traffic flow	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Signals and Field Devices	Destination: Multnomah County Traffic Operations Center	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: City of Gresham Traffic Signals and Field Devices	Destination: Multnomah County Traffic Operations Center	
FlowName: alert status	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: 911 Dispatch Centers	

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FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: City of Beaverton Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: City of Beaverton Traffic Operations Center	
FlowName: roadway information system data	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: City of Hillsboro Traffic Signals and Field Devices	
FlowName: signal control data	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: City of Hillsboro Traffic Signals and Field Devices	
FlowName: traffic sensor control	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: City of Hillsboro Traffic Signals and Field Devices	
FlowName: video surveillance control	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: City of Hillsboro Traffic Signals and Field Devices	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: City of Portland Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: City of Portland Traffic Operations Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: maint and constr resource request	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: Maintenance and Construction Management	

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FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: work plan feedback	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: alert status	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: Other Cities in Washington County Traffic Operations Centers	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: Other Cities in Washington County Traffic Operations Centers	
FlowName: alert status	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: emergency routes	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: Statewide Emergency Services System	

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FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: TATII Message Broker	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: Washington County Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Operations Center	Destination: Washington County Traffic Operations Center	
FlowName: roadway information system status	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Signals and Field Devices	Destination: City of Hillsboro Traffic Operations Center	
FlowName: signal control status	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Signals and Field Devices	Destination: City of Hillsboro Traffic Operations Center	
FlowName: traffic flow	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Signals and Field Devices	Destination: City of Hillsboro Traffic Operations Center	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Signals and Field Devices	Destination: City of Hillsboro Traffic Operations Center	
FlowName: signal control status	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Signals and Field Devices	Destination: Washington County Traffic Operations Center	
FlowName: traffic flow	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Signals and Field Devices	Destination: Washington County Traffic Operations Center	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: City of Hillsboro Traffic Signals and Field Devices	Destination: Washington County Traffic Operations Center	
FlowName: fare and payment status	Status: Future	In Regional Architecture
Source: City of Portland Aerial Tram	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: request for bad tag list	Status: Future	In Regional Architecture
Source: City of Portland Aerial Tram	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: transit vehicle passenger and use data	Status: Future	In Regional Architecture
Source: City of Portland Aerial Tram	Destination: City of Portland Transit Operations and Dispatch Center	

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FlowName: parking demand management response	Status: Planned	In Regional Architecture
Source: City of Portland Parking Management	Destination: City of Portland Traffic Operations Center	
FlowName: parking information	Status: Planned	In Regional Architecture
Source: City of Portland Parking Management	Destination: City of Portland Traffic Operations Center	
FlowName: parking coordination	Status: Future	In Regional Architecture
Source: City of Portland Parking Management	Destination: TriMet Parking Management	
FlowName: local signal priority request	Status: Existing	In Regional Architecture
Source: City of Portland Streetcar Vehicles	Destination: City of Portland Traffic Signals and Field Devices	
FlowName: alarm notification	Status: Planned	In Regional Architecture
Source: City of Portland Streetcar Vehicles	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: transit traveler request	Status: Planned	In Regional Architecture
Source: City of Portland Streetcar Vehicles	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: transit vehicle conditions	Status: Planned	In Regional Architecture
Source: City of Portland Streetcar Vehicles	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: transit vehicle location data	Status: Existing	In Regional Architecture
Source: City of Portland Streetcar Vehicles	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: transit vehicle passenger and use data	Status: Planned	In Regional Architecture
Source: City of Portland Streetcar Vehicles	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: transit vehicle schedule performance	Status: Planned	In Regional Architecture
Source: City of Portland Streetcar Vehicles	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: alert status	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: resource deployment status	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: road network conditions	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: traffic images	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: City of Beaverton Traffic Operations Center	

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FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: City of Beaverton Traffic Operations Center	
FlowName: traffic control coordination	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: City of Gresham Traffic Operations Center	
FlowName: traffic information coordination	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: City of Gresham Traffic Operations Center	
FlowName: parking demand management request	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: City of Portland Parking Management	
FlowName: parking lot data request	Status: Future	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: City of Portland Parking Management	
FlowName: parking lot inputs	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: City of Portland Parking Management	
FlowName: environmental sensors control	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: City of Portland Traffic Signals and Field Devices	
FlowName: hri control data	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: City of Portland Traffic Signals and Field Devices	
FlowName: hri request	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: City of Portland Traffic Signals and Field Devices	
FlowName: roadway information system data	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: City of Portland Traffic Signals and Field Devices	
FlowName: signal control data	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: City of Portland Traffic Signals and Field Devices	
FlowName: traffic sensor control	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: City of Portland Traffic Signals and Field Devices	
FlowName: video surveillance control	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: City of Portland Traffic Signals and Field Devices	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: Clackamas County Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: Clackamas County Traffic Operations Center	
FlowName: alert status	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: emergency routes	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: County Emergency Operations Centers	

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FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: maint and constr resource request	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: traffic control coordination	Status: Existing/Pla	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: traffic information coordination	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: work plan feedback	Status: Existing/Pro	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: alert status	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency routes	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	

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FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: environmental sensors control	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: ODOT Traffic Signals and Field Devices	
FlowName: roadway information system data	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: ODOT Traffic Signals and Field Devices	
FlowName: signal control data	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: ODOT Traffic Signals and Field Devices	
FlowName: traffic sensor control	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: ODOT Traffic Signals and Field Devices	
FlowName: video surveillance control	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: ODOT Traffic Signals and Field Devices	
FlowName: traffic archive data	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: Portland State University PORTAL Data Warehouse	
FlowName: event confirmation	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: Special Event Promoters	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: resource deployment status	Status: Existing/Pla	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network conditions	Status: Existing/Pla	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network conditions	Status: Programmed	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: TATH Message Broker	
FlowName: alert status	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	

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FlowName: request transit information	Status: Future	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: resource deployment status	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: road network conditions	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: traffic images	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: Washington County Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Operations Center	Destination: Washington County Traffic Operations Center	
FlowName: environmental conditions data	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Signals and Field Devices	Destination: City of Portland Traffic Operations Center	
FlowName: environmental probe data	Status: Planned	In Regional Architecture
Source: City of Portland Traffic Signals and Field Devices	Destination: City of Portland Traffic Operations Center	
FlowName: hri status	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Signals and Field Devices	Destination: City of Portland Traffic Operations Center	
FlowName: roadway information system status	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Signals and Field Devices	Destination: City of Portland Traffic Operations Center	
FlowName: signal control status	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Signals and Field Devices	Destination: City of Portland Traffic Operations Center	
FlowName: traffic flow	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Signals and Field Devices	Destination: City of Portland Traffic Operations Center	
FlowName: traffic images	Status: Existing	In Regional Architecture
Source: City of Portland Traffic Signals and Field Devices	Destination: City of Portland Traffic Operations Center	
FlowName: alert status	Status: Planned	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: emergency transit schedule information	Status: Planned	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: transit system status assessment	Status: Planned	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: bad tag list	Status: Future	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: City of Portland Aerial Tram	

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FlowName: fare management information	Status: Future	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: City of Portland Aerial Tram	
FlowName: alarm acknowledge	Status: Planned	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: City of Portland Streetcar Vehicles	
FlowName: bad tag list	Status: Future	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: City of Portland Streetcar Vehicles	
FlowName: fare management information	Status: Future	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: City of Portland Streetcar Vehicles	
FlowName: request for vehicle measures	Status: Planned	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: City of Portland Streetcar Vehicles	
FlowName: transit schedule information	Status: Planned	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: City of Portland Streetcar Vehicles	
FlowName: transit traveler information	Status: Planned	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: City of Portland Streetcar Vehicles	
FlowName: transit vehicle operator information	Status: Planned	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: City of Portland Streetcar Vehicles	
FlowName: emergency transit schedule information	Status: Existing/Pla	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: City of Portland Traffic Operations Center	
FlowName: alert status	Status: Planned	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: Statewide Emergency Services System	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: Statewide Emergency Services System	
FlowName: emergency transit schedule information	Status: Planned	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: Statewide Emergency Services System	
FlowName: emergency transit service response	Status: Planned	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: Statewide Emergency Services System	
FlowName: transit emergency data	Status: Planned	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: Statewide Emergency Services System	
FlowName: transit system status assessment	Status: Planned	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: Statewide Emergency Services System	
FlowName: alert status	Status: Existing	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency transit schedule information	Status: Planned	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency transit service response	Status: Planned	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	

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FlowName: transit fare coordination	Status: Future	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit service coordination	Status: Planned	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit system status assessment	Status: Planned	In Regional Architecture
Source: City of Portland Transit Operations and Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: alarm notification	Status: Planned	In Regional Architecture
Source: City of Wilsonville SMART Fixed-Route Buses	Destination: City of Wilsonville SMART Transit Operations and Dispatch Center	
FlowName: transit traveler request	Status: Planned	In Regional Architecture
Source: City of Wilsonville SMART Fixed-Route Buses	Destination: City of Wilsonville SMART Transit Operations and Dispatch Center	
FlowName: transit vehicle conditions	Status: Planned	In Regional Architecture
Source: City of Wilsonville SMART Fixed-Route Buses	Destination: City of Wilsonville SMART Transit Operations and Dispatch Center	
FlowName: transit vehicle location data	Status: Planned	In Regional Architecture
Source: City of Wilsonville SMART Fixed-Route Buses	Destination: City of Wilsonville SMART Transit Operations and Dispatch Center	
FlowName: transit vehicle passenger and use data	Status: Planned	In Regional Architecture
Source: City of Wilsonville SMART Fixed-Route Buses	Destination: City of Wilsonville SMART Transit Operations and Dispatch Center	
FlowName: transit vehicle schedule performance	Status: Planned	In Regional Architecture
Source: City of Wilsonville SMART Fixed-Route Buses	Destination: City of Wilsonville SMART Transit Operations and Dispatch Center	
FlowName: transit vehicle passenger and use data	Status: Future	In Regional Architecture
Source: City of Wilsonville SMART Paratransit Vehicles	Destination: City of Wilsonville SMART Transit Operations and Dispatch Center	
FlowName: alert status	Status: Existing	In Regional Architecture
Source: City of Wilsonville SMART Transit Operations and Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: City of Wilsonville SMART Transit Operations and Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: emergency transit schedule information	Status: Existing/Pla	In Regional Architecture
Source: City of Wilsonville SMART Transit Operations and Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: emergency transit service response	Status: Existing/Pla	In Regional Architecture
Source: City of Wilsonville SMART Transit Operations and Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: transit system status assessment	Status: Existing/Pla	In Regional Architecture
Source: City of Wilsonville SMART Transit Operations and Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: alarm acknowledge	Status: Planned	In Regional Architecture
Source: City of Wilsonville SMART Transit Operations and Dispatch Center	Destination: City of Wilsonville SMART Fixed-Route Buses	
FlowName: request for vehicle measures	Status: Planned	In Regional Architecture
Source: City of Wilsonville SMART Transit Operations and Dispatch Center	Destination: City of Wilsonville SMART Fixed-Route Buses	

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FlowName: transit schedule information	Status: Planned	In Regional Architecture
Source: City of Wilsonville SMART Transit Operations and Dispatch Center	Destination: City of Wilsonville SMART Fixed-Route Buses	
FlowName: transit traveler information	Status: Planned	In Regional Architecture
Source: City of Wilsonville SMART Transit Operations and Dispatch Center	Destination: City of Wilsonville SMART Fixed-Route Buses	
FlowName: transit vehicle operator information	Status: Planned	In Regional Architecture
Source: City of Wilsonville SMART Transit Operations and Dispatch Center	Destination: City of Wilsonville SMART Fixed-Route Buses	
FlowName: alert status	Status: Existing	In Regional Architecture
Source: City of Wilsonville SMART Transit Operations and Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: City of Wilsonville SMART Transit Operations and Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency transit schedule information	Status: Existing/Pla	In Regional Architecture
Source: City of Wilsonville SMART Transit Operations and Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency transit service response	Status: Existing/Pla	In Regional Architecture
Source: City of Wilsonville SMART Transit Operations and Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit service coordination	Status: Existing/Pla	In Regional Architecture
Source: City of Wilsonville SMART Transit Operations and Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit system status assessment	Status: Existing/Pla	In Regional Architecture
Source: City of Wilsonville SMART Transit Operations and Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency dispatch response	Status: Planned	In Regional Architecture
Source: City Police Vehicles	Destination: 911 Dispatch Centers	
FlowName: emergency vehicle tracking data	Status: Planned	In Regional Architecture
Source: City Police Vehicles	Destination: 911 Dispatch Centers	
FlowName: incident status	Status: Planned	In Regional Architecture
Source: City Police Vehicles	Destination: 911 Dispatch Centers	
FlowName: alert status	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: road network status assessment	Status: Programmed	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: 911 Dispatch Centers	

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FlowName: traffic images	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: City of Gresham Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: City of Gresham Traffic Operations Center	
FlowName: traffic control coordination	Status: Programmed	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: City of Portland Traffic Operations Center	
FlowName: traffic information coordination	Status: Programmed	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: City of Portland Traffic Operations Center	
FlowName: barrier system control	Status: Future	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: Clackamas County Traffic Signals and Field Devices	
FlowName: alert status	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: emergency routes	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: maint and constr resource request	Status: Existing	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: traffic control coordination	Status: Existing/Pla	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: Maintenance and Construction Management	

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FlowName: traffic information coordination	Status: Existing	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: work plan feedback	Status: Existing/Pro	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: alert status	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency routes	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic images	Status: Programmed	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: Other Cities in Clackamas County Traffic Operations Centers	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: Other Cities in Clackamas County Traffic Operations Centers	
FlowName: hri control data	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: Other Cities in Clackamas County Traffic Signals and Field Devices	
FlowName: hri request	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: Other Cities in Clackamas County Traffic Signals and Field Devices	
FlowName: roadway information system data	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: Other Cities in Clackamas County Traffic Signals and Field Devices	
FlowName: signal control data	Status: Existing	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: Other Cities in Clackamas County Traffic Signals and Field Devices	

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FlowName: traffic sensor control	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: Other Cities in Clackamas County Traffic Signals and Field Devices	
FlowName: video surveillance control	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: Other Cities in Clackamas County Traffic Signals and Field Devices	
FlowName: traffic archive data	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: Portland State University PORTAL Data Warehouse	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: resource deployment status	Status: Existing/Pla	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network conditions	Status: Existing/Pla	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network conditions	Status: Programmed	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: TATII Message Broker	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Operations Center	Destination: TripCheck	
FlowName: barrier system status	Status: Future	In Regional Architecture
Source: Clackamas County Traffic Signals and Field Devices	Destination: Clackamas County Traffic Operations Center	
FlowName: hri operational status	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Signals and Field Devices	Destination: Heavy Rail Wayside Equipment	
FlowName: intersection blockage notification	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Signals and Field Devices	Destination: Heavy Rail Wayside Equipment	
FlowName: roadway information system status	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Signals and Field Devices	Destination: Other Cities in Clackamas County Traffic Operations Centers	
FlowName: signal control status	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Signals and Field Devices	Destination: Other Cities in Clackamas County Traffic Operations Centers	
FlowName: traffic flow	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Signals and Field Devices	Destination: Other Cities in Clackamas County Traffic Operations Centers	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: Clackamas County Traffic Signals and Field Devices	Destination: Other Cities in Clackamas County Traffic Operations Centers	

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FlowName: hazmat spill notification	Status: Planned	In Regional Architecture
Source: Commercial Vehicles	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: 911 Dispatch Centers	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: 911 Dispatch Centers	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: 911 Dispatch Centers	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: 911 Dispatch Centers	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: 911 Dispatch Centers	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: 911 Dispatch Centers	
FlowName: alert notification	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Beaverton Traffic Operations Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Beaverton Traffic Operations Center	
FlowName: emergency route request	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Beaverton Traffic Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Beaverton Traffic Operations Center	
FlowName: evacuation information	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Beaverton Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Beaverton Traffic Operations Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Beaverton Traffic Operations Center	
FlowName: remote surveillance control	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Beaverton Traffic Operations Center	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Beaverton Traffic Operations Center	
FlowName: road network probe information	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Beaverton Traffic Operations Center	
FlowName: threat information	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Beaverton Traffic Operations Center	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Beaverton Traffic Operations Center	

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FlowName: alert notification	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Gresham Traffic Operations Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Gresham Traffic Operations Center	
FlowName: emergency route request	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Gresham Traffic Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Gresham Traffic Operations Center	
FlowName: evacuation information	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Gresham Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Gresham Traffic Operations Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Gresham Traffic Operations Center	
FlowName: remote surveillance control	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Gresham Traffic Operations Center	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Gresham Traffic Operations Center	
FlowName: road network probe information	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Gresham Traffic Operations Center	
FlowName: threat information	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Gresham Traffic Operations Center	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Gresham Traffic Operations Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Hillsboro Traffic Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Hillsboro Traffic Operations Center	
FlowName: evacuation information	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Hillsboro Traffic Operations Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Hillsboro Traffic Operations Center	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Hillsboro Traffic Operations Center	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Hillsboro Traffic Operations Center	
FlowName: alert notification	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Portland Traffic Operations Center	

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FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Portland Traffic Operations Center	
FlowName: emergency route request	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Portland Traffic Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Portland Traffic Operations Center	
FlowName: evacuation information	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Portland Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Portland Traffic Operations Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Portland Traffic Operations Center	
FlowName: remote surveillance control	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Portland Traffic Operations Center	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Portland Traffic Operations Center	
FlowName: road network probe information	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Portland Traffic Operations Center	
FlowName: threat information	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Portland Traffic Operations Center	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: City of Portland Traffic Operations Center	
FlowName: alert notification	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Clackamas County Traffic Operations Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Clackamas County Traffic Operations Center	
FlowName: emergency route request	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Clackamas County Traffic Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Clackamas County Traffic Operations Center	
FlowName: evacuation information	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Clackamas County Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Clackamas County Traffic Operations Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Clackamas County Traffic Operations Center	
FlowName: remote surveillance control	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Clackamas County Traffic Operations Center	

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FlowName: resource request	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Clackamas County Traffic Operations Center	
FlowName: road network probe information	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Clackamas County Traffic Operations Center	
FlowName: threat information	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Clackamas County Traffic Operations Center	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Clackamas County Traffic Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: C-TRAN Transit Operations and Dispatch Center	
FlowName: emergency transit service request	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: C-TRAN Transit Operations and Dispatch Center	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: C-TRAN Transit Operations and Dispatch Center	
FlowName: incident response status	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: C-TRAN Transit Operations and Dispatch Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: C-TRAN Transit Operations and Dispatch Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Maintenance and Construction Management	
FlowName: emergency traffic control request	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Maintenance and Construction Management	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Maintenance and Construction Management	
FlowName: incident response status	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Maintenance and Construction Management	
FlowName: maint and constr resource request	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Maintenance and Construction Management	
FlowName: resource request	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Maintenance and Construction Management	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Maintenance and Construction Management	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Multnomah County Bridge Operations Centers	
FlowName: emergency traffic control request	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Multnomah County Bridge Operations Centers	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Multnomah County Bridge Operations Centers	

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FlowName: incident response status	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Multnomah County Bridge Operations Centers	
FlowName: resource request	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Multnomah County Bridge Operations Centers	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Multnomah County Bridge Operations Centers	
FlowName: alert notification	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: emergency route request	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: evacuation information	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: remote surveillance control	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: road network probe information	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: threat information	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: emergency traffic control request	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: incident response status	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Interstate 5 Bridge Operations Center	

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FlowName: resource request	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: incident command information coordination	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: incident report	Status: Existing	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: incident response coordination	Status: Existing	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: remote surveillance control	Status: Existing	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: resource coordination	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Transportation Operations Centers	
FlowName: emergency traffic control request	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Transportation Operations Centers	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Transportation Operations Centers	
FlowName: incident response status	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Transportation Operations Centers	
FlowName: resource request	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Transportation Operations Centers	

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FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: ODOT Transportation Operations Centers	
FlowName: alert notification coordination	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Oregon State Police Dispatch Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Oregon State Police Dispatch Center	
FlowName: evacuation coordination	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Oregon State Police Dispatch Center	
FlowName: incident command information coordination	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Oregon State Police Dispatch Center	
FlowName: incident report	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Oregon State Police Dispatch Center	
FlowName: incident response coordination	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Oregon State Police Dispatch Center	
FlowName: resource coordination	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Oregon State Police Dispatch Center	
FlowName: threat information coordination	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Oregon State Police Dispatch Center	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Oregon State Police Dispatch Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Other Emergency Management Operations	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Other Emergency Management Operations	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Other Emergency Management Operations	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Other Emergency Management Operations	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Other Emergency Management Operations	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Other Emergency Management Operations	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: County Emergency Operations Centers	Destination: PDCC Message Broker	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: County Emergency Operations Centers	Destination: PDCC Message Broker	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: County Emergency Operations Centers	Destination: PDCC Message Broker	

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FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: County Emergency Operations Centers	Destination: PDCC Message Broker	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: County Emergency Operations Centers	Destination: PDCC Message Broker	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: County Emergency Operations Centers	Destination: PDCC Message Broker	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: County Emergency Operations Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: County Emergency Operations Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: County Emergency Operations Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: County Emergency Operations Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: County Emergency Operations Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: County Emergency Operations Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Port of Portland Airport Communications Center	
FlowName: emergency traffic control request	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Port of Portland Airport Communications Center	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Port of Portland Airport Communications Center	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Port of Portland Airport Communications Center	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Port of Portland Airport Communications Center	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Port of Portland Airport Communications Center	
FlowName: incident response status	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Port of Portland Airport Communications Center	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Port of Portland Airport Communications Center	
FlowName: resource request	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Port of Portland Airport Communications Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Port of Portland Airport Communications Center	

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FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Statewide Emergency Services System	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Statewide Emergency Services System	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Statewide Emergency Services System	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Statewide Emergency Services System	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Statewide Emergency Services System	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Statewide Emergency Services System	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency transit service request	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident response status	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: U.S. Coast Guard	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: U.S. Coast Guard	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: U.S. Coast Guard	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: U.S. Coast Guard	

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FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: U.S. Coast Guard	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: County Emergency Operations Centers	Destination: U.S. Coast Guard	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Washington County Traffic Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Washington County Traffic Operations Center	
FlowName: evacuation information	Status: Programmed	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Washington County Traffic Operations Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Washington County Traffic Operations Center	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Washington County Traffic Operations Center	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: County Emergency Operations Centers	Destination: Washington County Traffic Operations Center	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: County Fire Vehicles	Destination: City of Beaverton Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: County Fire Vehicles	Destination: City of Gresham Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: County Fire Vehicles	Destination: City of Hillsboro Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: County Fire Vehicles	Destination: City of Lake Oswego Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: County Fire Vehicles	Destination: City of Portland Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: County Fire Vehicles	Destination: Clackamas County Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: County Fire Vehicles	Destination: Multnomah County Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: County Fire Vehicles	Destination: ODOT Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: County Fire Vehicles	Destination: Other Cities in Clackamas County Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: County Fire Vehicles	Destination: Other Cities in Multnomah County Traffic Signals and Field Devices	

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FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: County Fire Vehicles	Destination: Other Cities in Washington County Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing/Pla	In Regional Architecture
Source: County Fire Vehicles	Destination: Washington County Traffic Signals and Field Devices	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: C-TRAN Transit Operations and Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: emergency transit schedule information	Status: Existing/Pla	In Regional Architecture
Source: C-TRAN Transit Operations and Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: emergency transit service response	Status: Existing/Pla	In Regional Architecture
Source: C-TRAN Transit Operations and Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: transit system status assessment	Status: Existing/Pla	In Regional Architecture
Source: C-TRAN Transit Operations and Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: C-TRAN Transit Operations and Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency transit schedule information	Status: Existing/Pla	In Regional Architecture
Source: C-TRAN Transit Operations and Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency transit service response	Status: Existing/Pla	In Regional Architecture
Source: C-TRAN Transit Operations and Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit fare coordination	Status: Future	In Regional Architecture
Source: C-TRAN Transit Operations and Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit service coordination	Status: Existing/Pla	In Regional Architecture
Source: C-TRAN Transit Operations and Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit system status assessment	Status: Existing/Pla	In Regional Architecture
Source: C-TRAN Transit Operations and Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: Heavy Rail Operations	Destination: 911 Dispatch Centers	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: Heavy Rail Operations	Destination: 911 Dispatch Centers	
FlowName: rail incident response status	Status: Planned	In Regional Architecture
Source: Heavy Rail Operations	Destination: 911 Dispatch Centers	
FlowName: rail system status assessment	Status: Planned	In Regional Architecture
Source: Heavy Rail Operations	Destination: 911 Dispatch Centers	
FlowName: railroad advisories	Status: Planned	In Regional Architecture
Source: Heavy Rail Operations	Destination: Maintenance and Construction Management	
FlowName: track status	Status: Existing/Pla	In Regional Architecture
Source: Heavy Rail Wayside Equipment	Destination: City of Beaverton Traffic Signals and Field Devices	

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FlowName: track status	Status: Existing/Pla	In Regional Architecture
Source: Heavy Rail Wayside Equipment	Destination: City of Gresham Traffic Signals and Field Devices	
FlowName: track status	Status: Existing	In Regional Architecture
Source: Heavy Rail Wayside Equipment	Destination: City of Hillsboro Traffic Signals and Field Devices	
FlowName: track status	Status: Existing	In Regional Architecture
Source: Heavy Rail Wayside Equipment	Destination: City of Portland Traffic Signals and Field Devices	
FlowName: arriving train information	Status: Planned	In Regional Architecture
Source: Heavy Rail Wayside Equipment	Destination: Clackamas County Traffic Signals and Field Devices	
FlowName: track status	Status: Existing/Pro	In Regional Architecture
Source: Heavy Rail Wayside Equipment	Destination: Clackamas County Traffic Signals and Field Devices	
FlowName: train presence information	Status: Existing	In Regional Architecture
Source: Heavy Rail Wayside Equipment	Destination: Heavy Rail Operations	
FlowName: track status	Status: Existing/Pla	In Regional Architecture
Source: Heavy Rail Wayside Equipment	Destination: Multnomah County Traffic Signals and Field Devices	
FlowName: track status	Status: Existing/Pro	In Regional Architecture
Source: Heavy Rail Wayside Equipment	Destination: ODOT Traffic Signals and Field Devices	
FlowName: arriving train information	Status: Planned	In Regional Architecture
Source: Heavy Rail Wayside Equipment	Destination: Other Cities in Clackamas County Traffic Signals and Field Devices	
FlowName: track status	Status: Existing/Pla	In Regional Architecture
Source: Heavy Rail Wayside Equipment	Destination: Other Cities in Clackamas County Traffic Signals and Field Devices	
FlowName: track status	Status: Existing	In Regional Architecture
Source: Heavy Rail Wayside Equipment	Destination: Other Cities in Multnomah County Traffic Signals and Field Devices	
FlowName: track status	Status: Existing	In Regional Architecture
Source: Heavy Rail Wayside Equipment	Destination: Other Cities in Washington County Traffic Signals and Field Devices	
FlowName: track status	Status: Existing/Pro	In Regional Architecture
Source: Heavy Rail Wayside Equipment	Destination: Washington County Traffic Signals and Field Devices	
FlowName: emergency traveler information	Status: Existing	In Regional Architecture
Source: Local Agency Websites	Destination: Personal Vehicles (Public at Large)	
FlowName: traveler information	Status: Planned	In Regional Architecture
Source: Local Agency Websites	Destination: Personal Vehicles (Public at Large)	
FlowName: ISP coordination	Status: Programmed	In Regional Architecture
Source: Local Agency Websites	Destination: TATH Message Broker	
FlowName: alert status	Status: Existing	In Regional Architecture
Source: Local Agency Websites	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency traveler information	Status: Existing	In Regional Architecture
Source: Local Agency Websites	Destination: User Devices	

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FlowName: current asset restrictions	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: 911 Dispatch Centers	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: 911 Dispatch Centers	
FlowName: incident information	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: 911 Dispatch Centers	
FlowName: maint and constr resource response	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: 911 Dispatch Centers	
FlowName: maint and constr work plans	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: 911 Dispatch Centers	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: 911 Dispatch Centers	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: 911 Dispatch Centers	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: 911 Dispatch Centers	
FlowName: current asset restrictions	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Beaverton Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Beaverton Traffic Operations Center	
FlowName: maint and constr resource response	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Beaverton Traffic Operations Center	
FlowName: maint and constr work plans	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Beaverton Traffic Operations Center	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Beaverton Traffic Operations Center	
FlowName: road weather information	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Beaverton Traffic Operations Center	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Beaverton Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Beaverton Traffic Operations Center	
FlowName: work zone information	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Beaverton Traffic Operations Center	
FlowName: current asset restrictions	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Gresham Traffic Operations Center	

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FlowName: incident information	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Gresham Traffic Operations Center	
FlowName: maint and constr resource response	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Gresham Traffic Operations Center	
FlowName: maint and constr work plans	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Gresham Traffic Operations Center	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Gresham Traffic Operations Center	
FlowName: road weather information	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Gresham Traffic Operations Center	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Gresham Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Gresham Traffic Operations Center	
FlowName: work zone information	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Gresham Traffic Operations Center	
FlowName: current asset restrictions	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Hillsboro Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Hillsboro Traffic Operations Center	
FlowName: maint and constr resource response	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Hillsboro Traffic Operations Center	
FlowName: maint and constr work plans	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Hillsboro Traffic Operations Center	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Hillsboro Traffic Operations Center	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Hillsboro Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Hillsboro Traffic Operations Center	
FlowName: work zone information	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Hillsboro Traffic Operations Center	
FlowName: current asset restrictions	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Portland Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Portland Traffic Operations Center	
FlowName: maint and constr resource response	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Portland Traffic Operations Center	

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FlowName: maint and constr work plans	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Portland Traffic Operations Center	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Portland Traffic Operations Center	
FlowName: road weather information	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Portland Traffic Operations Center	
FlowName: traffic control coordination	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Portland Traffic Operations Center	
FlowName: traffic information coordination	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Portland Traffic Operations Center	
FlowName: work zone information	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: City of Portland Traffic Operations Center	
FlowName: current asset restrictions	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Clackamas County Traffic Operations Center	
FlowName: incident information	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Clackamas County Traffic Operations Center	
FlowName: maint and constr resource response	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Clackamas County Traffic Operations Center	
FlowName: maint and constr work plans	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Clackamas County Traffic Operations Center	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Clackamas County Traffic Operations Center	
FlowName: road weather information	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Clackamas County Traffic Operations Center	
FlowName: traffic control coordination	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Clackamas County Traffic Operations Center	
FlowName: traffic information coordination	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Clackamas County Traffic Operations Center	
FlowName: work zone information	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Clackamas County Traffic Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: County Emergency Operations Centers	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: County Emergency Operations Centers	
FlowName: maint and constr resource response	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: County Emergency Operations Centers	
FlowName: resource deployment status	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: County Emergency Operations Centers	

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FlowName: road network conditions	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: County Emergency Operations Centers	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: County Emergency Operations Centers	
FlowName: hri advisories	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Heavy Rail Operations	
FlowName: road weather information	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Local Agency Websites	
FlowName: work zone information	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Local Agency Websites	
FlowName: maint and constr dispatch information	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Maintenance and Construction Vehicles	
FlowName: current asset restrictions	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Multnomah County Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Multnomah County Traffic Operations Center	
FlowName: maint and constr resource response	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Multnomah County Traffic Operations Center	
FlowName: maint and constr work plans	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Multnomah County Traffic Operations Center	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Multnomah County Traffic Operations Center	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Multnomah County Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Multnomah County Traffic Operations Center	
FlowName: work zone information	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Multnomah County Traffic Operations Center	
FlowName: current asset restrictions	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: ODOT Traffic Management Operations Center	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: ODOT Traffic Management Operations Center	
FlowName: maint and constr resource response	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: ODOT Traffic Management Operations Center	

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FlowName: maint and constr work plans	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: ODOT Traffic Management Operations Center	
FlowName: resource deployment status	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: ODOT Traffic Management Operations Center	
FlowName: road network conditions	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: ODOT Traffic Management Operations Center	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: ODOT Traffic Management Operations Center	
FlowName: road weather information	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic control coordination	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic images	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic information coordination	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: ODOT Traffic Management Operations Center	
FlowName: work zone information	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: ODOT Traffic Management Operations Center	
FlowName: current asset restrictions	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: ODOT Transportation Operations Centers	
FlowName: maint and constr resource response	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: ODOT Transportation Operations Centers	
FlowName: maint and constr work plans	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: ODOT Transportation Operations Centers	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: ODOT Transportation Operations Centers	
FlowName: road weather information	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: ODOT Transportation Operations Centers	
FlowName: traffic control coordination	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: ODOT Transportation Operations Centers	
FlowName: traffic information coordination	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: ODOT Transportation Operations Centers	
FlowName: current asset restrictions	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Port of Portland Airport Communications Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Port of Portland Airport Communications Center	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Port of Portland Airport Communications Center	

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FlowName: incident information	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Port of Portland Airport Communications Center	
FlowName: maint and constr resource response	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Port of Portland Airport Communications Center	
FlowName: maint and constr work plans	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Port of Portland Airport Communications Center	
FlowName: resource deployment status	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Port of Portland Airport Communications Center	
FlowName: road network conditions	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Port of Portland Airport Communications Center	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Port of Portland Airport Communications Center	
FlowName: traffic control coordination	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Port of Portland Airport Communications Center	
FlowName: traffic images	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Port of Portland Airport Communications Center	
FlowName: traffic information coordination	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Port of Portland Airport Communications Center	
FlowName: work zone information	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Port of Portland Airport Communications Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Statewide Emergency Services System	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Statewide Emergency Services System	
FlowName: maint and constr resource response	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Statewide Emergency Services System	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Statewide Emergency Services System	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Statewide Emergency Services System	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Statewide Emergency Services System	
FlowName: current asset restrictions	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: TATII Message Broker	
FlowName: maint and constr work plans	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: TATII Message Broker	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: TATII Message Broker	

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FlowName: road weather information	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: TATII Message Broker	
FlowName: work zone information	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: TATII Message Broker	
FlowName: current asset restrictions	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: maint and constr resource response	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: maint and constr work plans	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: resource deployment status	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: road network conditions	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: road weather information	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: traffic images	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: current asset restrictions	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: TripCheck	
FlowName: maint and constr work plans	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: TripCheck	
FlowName: road network conditions	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: TripCheck	
FlowName: road weather information	Status: Existing	In Regional Architecture
Source: Maintenance and Construction Management	Destination: TripCheck	
FlowName: roadway maintenance status	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: TripCheck	
FlowName: work zone information	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: TripCheck	

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FlowName: current asset restrictions	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Washington County Traffic Operations Center	
FlowName: incident information	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Washington County Traffic Operations Center	
FlowName: maint and constr resource response	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Washington County Traffic Operations Center	
FlowName: maint and constr work plans	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Washington County Traffic Operations Center	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Washington County Traffic Operations Center	
FlowName: road weather information	Status: Planned	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Washington County Traffic Operations Center	
FlowName: traffic control coordination	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Washington County Traffic Operations Center	
FlowName: traffic information coordination	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Washington County Traffic Operations Center	
FlowName: work zone information	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Management	Destination: Washington County Traffic Operations Center	
FlowName: maint and constr dispatch status	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Vehicles	Destination: Maintenance and Construction Management	
FlowName: maint and constr vehicle conditions	Status: Future	In Regional Architecture
Source: Maintenance and Construction Vehicles	Destination: Maintenance and Construction Management	
FlowName: maint and constr vehicle location data	Status: Future	In Regional Architecture
Source: Maintenance and Construction Vehicles	Destination: Maintenance and Construction Management	
FlowName: maint and constr vehicle operational data	Status: Existing/Pla	In Regional Architecture
Source: Maintenance and Construction Vehicles	Destination: Maintenance and Construction Management	
FlowName: incident command information coordination	Status: Existing	In Regional Architecture
Source: Mayday Service Centers	Destination: 911 Dispatch Centers	
FlowName: incident report	Status: Existing	In Regional Architecture
Source: Mayday Service Centers	Destination: 911 Dispatch Centers	
FlowName: incident response coordination	Status: Existing	In Regional Architecture
Source: Mayday Service Centers	Destination: 911 Dispatch Centers	
FlowName: alert notification coordination	Status: Planned	In Regional Architecture
Source: Mayday Service Centers	Destination: County Emergency Operations Centers	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: Mayday Service Centers	Destination: County Emergency Operations Centers	
FlowName: evacuation coordination	Status: Planned	In Regional Architecture
Source: Mayday Service Centers	Destination: County Emergency Operations Centers	

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FlowName: incident command information coordination	Status: Planned	In Regional Architecture
Source: Mayday Service Centers	Destination: County Emergency Operations Centers	
FlowName: incident report	Status: Planned	In Regional Architecture
Source: Mayday Service Centers	Destination: County Emergency Operations Centers	
FlowName: incident response coordination	Status: Planned	In Regional Architecture
Source: Mayday Service Centers	Destination: County Emergency Operations Centers	
FlowName: resource coordination	Status: Planned	In Regional Architecture
Source: Mayday Service Centers	Destination: County Emergency Operations Centers	
FlowName: threat information coordination	Status: Planned	In Regional Architecture
Source: Mayday Service Centers	Destination: County Emergency Operations Centers	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: Mayday Service Centers	Destination: County Emergency Operations Centers	
FlowName: incident command information coordination	Status: Existing	In Regional Architecture
Source: Mayday Service Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: Mayday Service Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: incident report	Status: Existing	In Regional Architecture
Source: Mayday Service Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: incident response coordination	Status: Existing	In Regional Architecture
Source: Mayday Service Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: incident response status	Status: Existing	In Regional Architecture
Source: Mayday Service Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: remote surveillance control	Status: Existing	In Regional Architecture
Source: Mayday Service Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: resource request	Status: Existing	In Regional Architecture
Source: Mayday Service Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: remote surveillance control	Status: Existing	In Regional Architecture
Source: Mayday Service Centers	Destination: ODOT Transportation Operations Centers	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: Mayday Service Centers	Destination: PDCC Message Broker	
FlowName: incident report	Status: Programmed	In Regional Architecture
Source: Mayday Service Centers	Destination: PDCC Message Broker	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: Mayday Service Centers	Destination: PDCC Message Broker	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: Mayday Service Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: incident report	Status: Programmed	In Regional Architecture
Source: Mayday Service Centers	Destination: PDCC Mobile Dispatch Center	

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FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: Mayday Service Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Multnomah County Bridge Operations Centers	Destination: 911 Dispatch Centers	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: Multnomah County Bridge Operations Centers	Destination: 911 Dispatch Centers	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: Multnomah County Bridge Operations Centers	Destination: 911 Dispatch Centers	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: Multnomah County Bridge Operations Centers	Destination: 911 Dispatch Centers	
FlowName: traffic images	Status: Existing	In Regional Architecture
Source: Multnomah County Bridge Operations Centers	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Multnomah County Bridge Operations Centers	Destination: County Emergency Operations Centers	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: Multnomah County Bridge Operations Centers	Destination: County Emergency Operations Centers	
FlowName: road network conditions	Status: Existing/Pla	In Regional Architecture
Source: Multnomah County Bridge Operations Centers	Destination: County Emergency Operations Centers	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: Multnomah County Bridge Operations Centers	Destination: County Emergency Operations Centers	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: Multnomah County Bridge Operations Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: traffic flow	Status: Planned	In Regional Architecture
Source: Multnomah County Bridge Operations Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: Multnomah County Bridge Operations Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: Multnomah County Bridge Operations Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Multnomah County Bridge Operations Centers	Destination: Statewide Emergency Services System	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: Multnomah County Bridge Operations Centers	Destination: Statewide Emergency Services System	
FlowName: road network conditions	Status: Existing/Pla	In Regional Architecture
Source: Multnomah County Bridge Operations Centers	Destination: Statewide Emergency Services System	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: Multnomah County Bridge Operations Centers	Destination: Statewide Emergency Services System	
FlowName: alert status	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: 911 Dispatch Centers	

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FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: environmental sensors control	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: City of Gresham Traffic Signals and Field Devices	
FlowName: roadway information system data	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: City of Gresham Traffic Signals and Field Devices	
FlowName: signal control data	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: City of Gresham Traffic Signals and Field Devices	
FlowName: traffic sensor control	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: City of Gresham Traffic Signals and Field Devices	
FlowName: video surveillance control	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: City of Gresham Traffic Signals and Field Devices	
FlowName: alert status	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: emergency routes	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: County Emergency Operations Centers	

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FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: maint and constr resource request	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: work plan feedback	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Multnomah County Bridge Operations Centers	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Multnomah County Bridge Operations Centers	
FlowName: roadway information system data	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Multnomah County Traffic Signals and Field Devices	
FlowName: signal control data	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Multnomah County Traffic Signals and Field Devices	
FlowName: traffic sensor control	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Multnomah County Traffic Signals and Field Devices	
FlowName: video surveillance control	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Multnomah County Traffic Signals and Field Devices	
FlowName: alert status	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency routes	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	

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FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Other Cities in Multnomah County Traffic Operations Centers	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Other Cities in Multnomah County Traffic Operations Centers	
FlowName: roadway information system data	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Other Cities in Multnomah County Traffic Signals and Field Devices	
FlowName: signal control data	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Other Cities in Multnomah County Traffic Signals and Field Devices	
FlowName: traffic sensor control	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Other Cities in Multnomah County Traffic Signals and Field Devices	
FlowName: video surveillance control	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Other Cities in Multnomah County Traffic Signals and Field Devices	
FlowName: traffic archive data	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Portland State University PORTAL Data Warehouse	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network conditions	Status: Programmed	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: TATII Message Broker	

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FlowName: incident information	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: TripCheck	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Operations Center	Destination: TripCheck	
FlowName: roadway information system status	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Signals and Field Devices	Destination: Multnomah County Traffic Operations Center	
FlowName: signal control status	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Signals and Field Devices	Destination: Multnomah County Traffic Operations Center	
FlowName: traffic flow	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Signals and Field Devices	Destination: Multnomah County Traffic Operations Center	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: Multnomah County Traffic Signals and Field Devices	Destination: Multnomah County Traffic Operations Center	
FlowName: weather information	Status: Planned	In Regional Architecture
Source: NOAA National Weather Service	Destination: Clackamas County Traffic Operations Center	
FlowName: weather information	Status: Planned	In Regional Architecture
Source: NOAA National Weather Service	Destination: Maintenance and Construction Management	
FlowName: weather information	Status: Existing/Pla	In Regional Architecture
Source: NOAA National Weather Service	Destination: ODOT Traffic Management Operations Center	
FlowName: weather information	Status: Existing	In Regional Architecture
Source: NOAA National Weather Service	Destination: ODOT Transportation Operations Centers	
FlowName: weather information	Status: Programmed	In Regional Architecture
Source: NOAA National Weather Service	Destination: TATII Message Broker	
FlowName: emergency dispatch response	Status: Planned	In Regional Architecture
Source: ODOT COMET Freeway Service Patrol Vehicles	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency vehicle tracking data	Status: Existing	In Regional Architecture
Source: ODOT COMET Freeway Service Patrol Vehicles	Destination: ODOT Traffic Management Operations Center	
FlowName: incident status	Status: Existing	In Regional Architecture
Source: ODOT COMET Freeway Service Patrol Vehicles	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency dispatch response	Status: Planned	In Regional Architecture
Source: ODOT HazMat Vehicles	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency vehicle tracking data	Status: Planned	In Regional Architecture
Source: ODOT HazMat Vehicles	Destination: ODOT Traffic Management Operations Center	
FlowName: incident status	Status: Planned	In Regional Architecture
Source: ODOT HazMat Vehicles	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Interstate 5 Bridge Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: ODOT Interstate 5 Bridge Operations Center	Destination: ODOT Traffic Management Operations Center	

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FlowName: freeway control status	Status: Existing/Pla	In Regional Architecture
Source: ODOT Interstate 5 Bridge Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: ODOT Interstate 5 Bridge Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: resource deployment status	Status: Existing	In Regional Architecture
Source: ODOT Interstate 5 Bridge Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: road network conditions	Status: Existing	In Regional Architecture
Source: ODOT Interstate 5 Bridge Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: ODOT Interstate 5 Bridge Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: roadway information system status	Status: Existing/Pla	In Regional Architecture
Source: ODOT Interstate 5 Bridge Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic control coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Interstate 5 Bridge Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic flow	Status: Existing	In Regional Architecture
Source: ODOT Interstate 5 Bridge Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic images	Status: Existing	In Regional Architecture
Source: ODOT Interstate 5 Bridge Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic information coordination	Status: Existing	In Regional Architecture
Source: ODOT Interstate 5 Bridge Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: roadway equipment coordination	Status: Existing/Pro	In Regional Architecture
Source: ODOT Interstate 5 Bridge Operations Center	Destination: ODOT Traffic Signals and Field Devices	
FlowName: roadway information system data	Status: Existing/Pla	In Regional Architecture
Source: ODOT Interstate 5 Bridge Operations Center	Destination: ODOT Traffic Signals and Field Devices	
FlowName: traffic sensor control	Status: Existing/Pro	In Regional Architecture
Source: ODOT Interstate 5 Bridge Operations Center	Destination: ODOT Traffic Signals and Field Devices	
FlowName: video surveillance control	Status: Existing/Pro	In Regional Architecture
Source: ODOT Interstate 5 Bridge Operations Center	Destination: ODOT Traffic Signals and Field Devices	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Interstate 5 Bridge Operations Center	Destination: Statewide Emergency Services System	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: ODOT Interstate 5 Bridge Operations Center	Destination: Statewide Emergency Services System	
FlowName: resource deployment status	Status: Existing/Pla	In Regional Architecture
Source: ODOT Interstate 5 Bridge Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network conditions	Status: Existing/Pla	In Regional Architecture
Source: ODOT Interstate 5 Bridge Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: ODOT Interstate 5 Bridge Operations Center	Destination: Statewide Emergency Services System	

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FlowName: alert notification coordination	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: 911 Dispatch Centers	
FlowName: alert status	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: 911 Dispatch Centers	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: 911 Dispatch Centers	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: 911 Dispatch Centers	
FlowName: incident command information coordination	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: 911 Dispatch Centers	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: 911 Dispatch Centers	
FlowName: incident report	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: 911 Dispatch Centers	
FlowName: incident response coordination	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: 911 Dispatch Centers	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: 911 Dispatch Centers	
FlowName: resource deployment status	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: 911 Dispatch Centers	
FlowName: road network conditions	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: 911 Dispatch Centers	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: 911 Dispatch Centers	
FlowName: traffic images	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: 911 Dispatch Centers	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: 911 Dispatch Centers	
FlowName: incident information for media	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Broadcast Media for Portland/Vancouver Area	
FlowName: road network conditions	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Broadcast Media for Portland/Vancouver Area	
FlowName: traveler information for media	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Broadcast Media for Portland/Vancouver Area	
FlowName: alert notification	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Beaverton Traffic Operations Center	

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FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Beaverton Traffic Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Beaverton Traffic Operations Center	
FlowName: evacuation information	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Beaverton Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Beaverton Traffic Operations Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Beaverton Traffic Operations Center	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Beaverton Traffic Operations Center	
FlowName: road network probe information	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Beaverton Traffic Operations Center	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Beaverton Traffic Operations Center	
FlowName: alert notification	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Gresham Traffic Operations Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Gresham Traffic Operations Center	
FlowName: emergency route request	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Gresham Traffic Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Gresham Traffic Operations Center	
FlowName: evacuation information	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Gresham Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Gresham Traffic Operations Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Gresham Traffic Operations Center	
FlowName: pollution state data request	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Gresham Traffic Operations Center	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Gresham Traffic Operations Center	
FlowName: road network probe information	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Gresham Traffic Operations Center	
FlowName: threat information	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Gresham Traffic Operations Center	

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FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Gresham Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Gresham Traffic Operations Center	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Gresham Traffic Operations Center	
FlowName: alert notification	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Hillsboro Traffic Operations Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Hillsboro Traffic Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Hillsboro Traffic Operations Center	
FlowName: evacuation information	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Hillsboro Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Hillsboro Traffic Operations Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Hillsboro Traffic Operations Center	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Hillsboro Traffic Operations Center	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Hillsboro Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Hillsboro Traffic Operations Center	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Hillsboro Traffic Operations Center	
FlowName: alert notification	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Portland Traffic Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Portland Traffic Operations Center	
FlowName: emergency route request	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Portland Traffic Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Portland Traffic Operations Center	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Portland Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Portland Traffic Operations Center	

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FlowName: incident response status	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Portland Traffic Operations Center	
FlowName: remote surveillance control	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Portland Traffic Operations Center	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Portland Traffic Operations Center	
FlowName: road network probe information	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Portland Traffic Operations Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: City of Portland Traffic Operations Center	
FlowName: alert notification	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Clackamas County Traffic Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Clackamas County Traffic Operations Center	
FlowName: emergency route request	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Clackamas County Traffic Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Clackamas County Traffic Operations Center	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Clackamas County Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Clackamas County Traffic Operations Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Clackamas County Traffic Operations Center	
FlowName: remote surveillance control	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Clackamas County Traffic Operations Center	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Clackamas County Traffic Operations Center	
FlowName: road network probe information	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Clackamas County Traffic Operations Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Clackamas County Traffic Operations Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: County Emergency Operations Centers	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: County Emergency Operations Centers	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: County Emergency Operations Centers	

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FlowName: incident command information coordination	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: County Emergency Operations Centers	
FlowName: incident report	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: County Emergency Operations Centers	
FlowName: incident response coordination	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: County Emergency Operations Centers	
FlowName: resource coordination	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: County Emergency Operations Centers	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: County Emergency Operations Centers	
FlowName: road network conditions	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: County Emergency Operations Centers	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: County Emergency Operations Centers	
FlowName: traffic images	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: County Emergency Operations Centers	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: County Emergency Operations Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Maintenance and Construction Management	
FlowName: emergency traffic control request	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Maintenance and Construction Management	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Maintenance and Construction Management	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Maintenance and Construction Management	
FlowName: incident response status	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Maintenance and Construction Management	
FlowName: maint and constr resource request	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Maintenance and Construction Management	
FlowName: remote surveillance control	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Maintenance and Construction Management	
FlowName: resource request	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Maintenance and Construction Management	
FlowName: road network probe information	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Maintenance and Construction Management	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Maintenance and Construction Management	

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FlowName: traffic control coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Maintenance and Construction Management	
FlowName: traffic information coordination	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Maintenance and Construction Management	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Maintenance and Construction Management	
FlowName: work plan feedback	Status: Existing/Pro	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Maintenance and Construction Management	
FlowName: alert notification	Status: Programmed	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Multnomah County Traffic Operations Center	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Multnomah County Traffic Operations Center	
FlowName: emergency route request	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Multnomah County Traffic Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Multnomah County Traffic Operations Center	
FlowName: evacuation information	Status: Programmed	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Multnomah County Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Multnomah County Traffic Operations Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Multnomah County Traffic Operations Center	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Multnomah County Traffic Operations Center	
FlowName: road network probe information	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Multnomah County Traffic Operations Center	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Multnomah County Traffic Operations Center	
FlowName: decision support information	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT COMET Freeway Service Patrol Vehicles	
FlowName: emergency dispatch requests	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT COMET Freeway Service Patrol Vehicles	
FlowName: suggested route	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT COMET Freeway Service Patrol Vehicles	
FlowName: decision support information	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT HazMat Vehicles	
FlowName: emergency dispatch requests	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT HazMat Vehicles	

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FlowName: suggested route	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT HazMat Vehicles	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: emergency traffic control request	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: freeway control data	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: incident response status	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: remote surveillance control	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: resource request	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: roadway information system data	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: traffic control coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: traffic information coordination	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: traffic sensor control	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: video surveillance control	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: environmental sensors control	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Traffic Signals and Field Devices	
FlowName: freeway control data	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Traffic Signals and Field Devices	
FlowName: roadway information system data	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Traffic Signals and Field Devices	
FlowName: signal control data	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Traffic Signals and Field Devices	

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FlowName: traffic sensor control	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Traffic Signals and Field Devices	
FlowName: video surveillance control	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Traffic Signals and Field Devices	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Transportation Operations Centers	
FlowName: emergency traffic control request	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Transportation Operations Centers	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Transportation Operations Centers	
FlowName: incident response status	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Transportation Operations Centers	
FlowName: remote surveillance control	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Transportation Operations Centers	
FlowName: resource request	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Transportation Operations Centers	
FlowName: road network probe information	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Transportation Operations Centers	
FlowName: traffic control coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Transportation Operations Centers	
FlowName: traffic information coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Transportation Operations Centers	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: ODOT Transportation Operations Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Oregon State Police Dispatch Center	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Oregon State Police Dispatch Center	
FlowName: incident command information coordination	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Oregon State Police Dispatch Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Oregon State Police Dispatch Center	
FlowName: incident report	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Oregon State Police Dispatch Center	
FlowName: incident response coordination	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Oregon State Police Dispatch Center	
FlowName: resource coordination	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Oregon State Police Dispatch Center	

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FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Oregon State Police Dispatch Center	
FlowName: traffic images	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Oregon State Police Dispatch Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Oregon State Police Dispatch Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Other Emergency Management Operations	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Other Emergency Management Operations	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Other Emergency Management Operations	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Other Emergency Management Operations	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Other Emergency Management Operations	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Other Emergency Management Operations	
FlowName: alert notification coordination	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: PDCC Mobile Dispatch Center	
FlowName: alert status	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: PDCC Mobile Dispatch Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: PDCC Mobile Dispatch Center	
FlowName: emergency routes	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: PDCC Mobile Dispatch Center	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: PDCC Mobile Dispatch Center	
FlowName: evacuation coordination	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: PDCC Mobile Dispatch Center	
FlowName: incident command information coordination	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: PDCC Mobile Dispatch Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: PDCC Mobile Dispatch Center	
FlowName: incident report	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: PDCC Mobile Dispatch Center	
FlowName: incident response coordination	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: PDCC Mobile Dispatch Center	

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FlowName: resource coordination	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: PDCC Mobile Dispatch Center	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: PDCC Mobile Dispatch Center	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: PDCC Mobile Dispatch Center	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: PDCC Mobile Dispatch Center	
FlowName: threat information coordination	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: PDCC Mobile Dispatch Center	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: PDCC Mobile Dispatch Center	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: PDCC Mobile Dispatch Center	
FlowName: alert notification	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Port of Portland Airport Communications Center	
FlowName: alert notification coordination	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Port of Portland Airport Communications Center	
FlowName: alert status	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Port of Portland Airport Communications Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Port of Portland Airport Communications Center	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Port of Portland Airport Communications Center	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Port of Portland Airport Communications Center	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Port of Portland Airport Communications Center	
FlowName: incident command information coordination	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Port of Portland Airport Communications Center	
FlowName: incident report	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Port of Portland Airport Communications Center	
FlowName: incident response coordination	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Port of Portland Airport Communications Center	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Port of Portland Airport Communications Center	
FlowName: resource deployment status	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Port of Portland Airport Communications Center	

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FlowName: road network conditions	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Port of Portland Airport Communications Center	
FlowName: road network probe information	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Port of Portland Airport Communications Center	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Port of Portland Airport Communications Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Port of Portland Airport Communications Center	
FlowName: emergency archive data	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Portland State University PORTAL Data Warehouse	
FlowName: traffic archive data	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Portland State University PORTAL Data Warehouse	
FlowName: event confirmation	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Special Event Promoters	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Statewide Emergency Services System	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Statewide Emergency Services System	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Statewide Emergency Services System	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Statewide Emergency Services System	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Statewide Emergency Services System	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Statewide Emergency Services System	
FlowName: resource deployment status	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network conditions	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Statewide Emergency Services System	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Statewide Emergency Services System	
FlowName: alert notification	Status: Programmed	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TATII Message Broker	
FlowName: road network conditions	Status: Programmed	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TATII Message Broker	

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FlowName: alert notification	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: alert notification coordination	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: alert status	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency transit service request	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident command information coordination	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident response coordination	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident response status	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: request transit information	Status: Future	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: resource deployment status	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: road network conditions	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: traffic images	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit demand management request	Status: Future	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	

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FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TripCheck	
FlowName: road network conditions	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: TripCheck	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: U.S. Coast Guard	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: U.S. Coast Guard	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: U.S. Coast Guard	
FlowName: incident report	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: U.S. Coast Guard	
FlowName: incident response coordination	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: U.S. Coast Guard	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: U.S. Coast Guard	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: U.S. Coast Guard	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Washington County Traffic Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Washington County Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Washington County Traffic Operations Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Washington County Traffic Operations Center	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Washington County Traffic Operations Center	
FlowName: transportation system status	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: Washington County Traffic Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: WSDOT Regional Traffic Operations Center	
FlowName: emergency route request	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: WSDOT Regional Traffic Operations Center	
FlowName: emergency traffic control request	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: WSDOT Regional Traffic Operations Center	

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FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: WSDOT Regional Traffic Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: WSDOT Regional Traffic Operations Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: WSDOT Regional Traffic Operations Center	
FlowName: remote surveillance control	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: WSDOT Regional Traffic Operations Center	
FlowName: resource request	Status: Planned	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: WSDOT Regional Traffic Operations Center	
FlowName: traffic control coordination	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: WSDOT Regional Traffic Operations Center	
FlowName: traffic information coordination	Status: Existing	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: WSDOT Regional Traffic Operations Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Management Operations Center	Destination: WSDOT Regional Traffic Operations Center	
FlowName: environmental conditions data	Status: Planned	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: City of Portland Traffic Operations Center	
FlowName: freeway control status	Status: Planned	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: City of Portland Traffic Operations Center	
FlowName: roadway information system status	Status: Planned	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: City of Portland Traffic Operations Center	
FlowName: signal control status	Status: Planned	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: City of Portland Traffic Operations Center	
FlowName: traffic flow	Status: Planned	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: City of Portland Traffic Operations Center	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: City of Portland Traffic Operations Center	
FlowName: roadway equipment coordination	Status: Existing/Pro	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: roadway information system status	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: traffic flow	Status: Existing/Pro	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: traffic images	Status: Existing/Pro	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: ODOT Interstate 5 Bridge Operations Center	
FlowName: environmental conditions data	Status: Planned	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: ODOT Traffic Management Operations Center	

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FlowName: environmental probe data	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: ODOT Traffic Management Operations Center	
FlowName: freeway control status	Status: Existing	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: ODOT Traffic Management Operations Center	
FlowName: roadway information system status	Status: Existing	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: ODOT Traffic Management Operations Center	
FlowName: signal control status	Status: Existing	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: ODOT Traffic Management Operations Center	
FlowName: speed monitoring information	Status: Existing	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic flow	Status: Existing	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic images	Status: Existing	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: ODOT Traffic Management Operations Center	
FlowName: environmental conditions data	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: ODOT Transportation Operations Centers	
FlowName: environmental probe data	Status: Existing/Pla	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: ODOT Transportation Operations Centers	
FlowName: freeway control status	Status: Existing/Pro	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: ODOT Transportation Operations Centers	
FlowName: roadway information system status	Status: Existing/Pro	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: ODOT Transportation Operations Centers	
FlowName: traffic flow	Status: Existing/Pro	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: ODOT Transportation Operations Centers	
FlowName: traffic images	Status: Existing/Pro	In Regional Architecture
Source: ODOT Traffic Signals and Field Devices	Destination: ODOT Transportation Operations Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: resource deployment status	Status: Existing/Pla	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: road network conditions	Status: Existing/Pla	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic control coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: ODOT Traffic Management Operations Center	

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FlowName: traffic images	Status: Existing	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic information coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: environmental sensors control	Status: Existing/Pla	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: ODOT Traffic Signals and Field Devices	
FlowName: freeway control data	Status: Existing/Pro	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: ODOT Traffic Signals and Field Devices	
FlowName: roadway information system data	Status: Existing/Pro	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: ODOT Traffic Signals and Field Devices	
FlowName: traffic sensor control	Status: Existing/Pro	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: ODOT Traffic Signals and Field Devices	
FlowName: video surveillance control	Status: Existing/Pro	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: ODOT Traffic Signals and Field Devices	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: Oregon State Police Dispatch Center	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: Oregon State Police Dispatch Center	
FlowName: resource deployment status	Status: Existing/Pla	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: Oregon State Police Dispatch Center	
FlowName: road network conditions	Status: Existing/Pla	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: Oregon State Police Dispatch Center	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: Oregon State Police Dispatch Center	
FlowName: traffic images	Status: Existing	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: Oregon State Police Dispatch Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: Statewide Emergency Services System	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: Statewide Emergency Services System	
FlowName: resource deployment status	Status: Existing/Pla	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: Statewide Emergency Services System	
FlowName: road network conditions	Status: Existing/Pla	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: Statewide Emergency Services System	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: Statewide Emergency Services System	
FlowName: traffic control coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: WSDOT Regional Traffic Operations Center	

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FlowName: traffic information coordination	Status: Existing/Pla	In Regional Architecture
Source: ODOT Transportation Operations Centers	Destination: WSDOT Regional Traffic Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: incident command information coordination	Status: Existing	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: incident report	Status: Existing	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: incident response coordination	Status: Existing	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: incident command information coordination	Status: Existing	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: incident report	Status: Planned	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: incident response coordination	Status: Planned	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: incident response status	Status: Planned	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: resource coordination	Status: Planned	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: ODOT Transportation Operations Centers	

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FlowName: emergency traffic control request	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: ODOT Transportation Operations Centers	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: ODOT Transportation Operations Centers	
FlowName: incident response status	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: ODOT Transportation Operations Centers	
FlowName: remote surveillance control	Status: Existing	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: ODOT Transportation Operations Centers	
FlowName: resource request	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: ODOT Transportation Operations Centers	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: ODOT Transportation Operations Centers	
FlowName: decision support information	Status: Existing	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: Oregon State Police Vehicles	
FlowName: emergency dispatch requests	Status: Existing	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: Oregon State Police Vehicles	
FlowName: suggested route	Status: Planned	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: Oregon State Police Vehicles	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: Other Emergency Management Operations	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: Other Emergency Management Operations	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: Other Emergency Management Operations	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: Other Emergency Management Operations	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: Other Emergency Management Operations	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: Other Emergency Management Operations	
FlowName: incident report	Status: Programmed	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: PDCC Message Broker	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: PDCC Mobile Dispatch Center	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: PDCC Mobile Dispatch Center	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: PDCC Mobile Dispatch Center	

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FlowName: incident report	Status: Programmed	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: PDCC Mobile Dispatch Center	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: PDCC Mobile Dispatch Center	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: PDCC Mobile Dispatch Center	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: PDCC Mobile Dispatch Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: Statewide Emergency Services System	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: Statewide Emergency Services System	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: Statewide Emergency Services System	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: Statewide Emergency Services System	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: Statewide Emergency Services System	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Oregon State Police Dispatch Center	Destination: Statewide Emergency Services System	
FlowName: emergency dispatch response	Status: Planned	In Regional Architecture
Source: Oregon State Police Vehicles	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency vehicle tracking data	Status: Planned	In Regional Architecture
Source: Oregon State Police Vehicles	Destination: ODOT Traffic Management Operations Center	
FlowName: incident status	Status: Planned	In Regional Architecture
Source: Oregon State Police Vehicles	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency dispatch response	Status: Existing	In Regional Architecture
Source: Oregon State Police Vehicles	Destination: Oregon State Police Dispatch Center	
FlowName: emergency vehicle tracking data	Status: Planned	In Regional Architecture
Source: Oregon State Police Vehicles	Destination: Oregon State Police Dispatch Center	
FlowName: incident status	Status: Existing	In Regional Architecture
Source: Oregon State Police Vehicles	Destination: Oregon State Police Dispatch Center	
FlowName: alert status	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Operations Centers	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Operations Centers	Destination: 911 Dispatch Centers	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Operations Centers	Destination: 911 Dispatch Centers	

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FlowName: incident information	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Operations Centers	Destination: 911 Dispatch Centers	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Operations Centers	Destination: 911 Dispatch Centers	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Operations Centers	Destination: 911 Dispatch Centers	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Operations Centers	Destination: 911 Dispatch Centers	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Operations Centers	Destination: 911 Dispatch Centers	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Operations Centers	Destination: Clackamas County Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Operations Centers	Destination: Clackamas County Traffic Operations Center	
FlowName: roadway information system data	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Operations Centers	Destination: Clackamas County Traffic Signals and Field Devices	
FlowName: signal control data	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Operations Centers	Destination: Clackamas County Traffic Signals and Field Devices	
FlowName: traffic sensor control	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Operations Centers	Destination: Clackamas County Traffic Signals and Field Devices	
FlowName: video surveillance control	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Operations Centers	Destination: Clackamas County Traffic Signals and Field Devices	
FlowName: roadway information system data	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Operations Centers	Destination: Other Cities in Clackamas County Traffic Signals and Field Devices	
FlowName: signal control data	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Operations Centers	Destination: Other Cities in Clackamas County Traffic Signals and Field Devices	
FlowName: traffic sensor control	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Operations Centers	Destination: Other Cities in Clackamas County Traffic Signals and Field Devices	
FlowName: video surveillance control	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Operations Centers	Destination: Other Cities in Clackamas County Traffic Signals and Field Devices	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Operations Centers	Destination: TATII Message Broker	
FlowName: roadway information system status	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Signals and Field Devices	Destination: Clackamas County Traffic Operations Center	
FlowName: signal control status	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Signals and Field Devices	Destination: Clackamas County Traffic Operations Center	

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FlowName: traffic flow	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Signals and Field Devices	Destination: Clackamas County Traffic Operations Center	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Signals and Field Devices	Destination: Clackamas County Traffic Operations Center	
FlowName: signal control status	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Signals and Field Devices	Destination: Other Cities in Clackamas County Traffic Operations Centers	
FlowName: traffic flow	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Signals and Field Devices	Destination: Other Cities in Clackamas County Traffic Operations Centers	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: Other Cities in Clackamas County Traffic Signals and Field Devices	Destination: Other Cities in Clackamas County Traffic Operations Centers	
FlowName: alert status	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Operations Centers	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Operations Centers	Destination: 911 Dispatch Centers	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Operations Centers	Destination: 911 Dispatch Centers	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Operations Centers	Destination: 911 Dispatch Centers	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Operations Centers	Destination: 911 Dispatch Centers	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Operations Centers	Destination: 911 Dispatch Centers	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Operations Centers	Destination: 911 Dispatch Centers	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Operations Centers	Destination: 911 Dispatch Centers	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Operations Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Operations Centers	Destination: Multnomah County Traffic Operations Center	
FlowName: roadway information system data	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Operations Centers	Destination: Other Cities in Multnomah County Traffic Signals and Field Devices	
FlowName: signal control data	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Operations Centers	Destination: Other Cities in Multnomah County Traffic Signals and Field Devices	

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FlowName: traffic sensor control	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Operations Centers	Destination: Other Cities in Multnomah County Traffic Signals and Field Devices	
FlowName: video surveillance control	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Operations Centers	Destination: Other Cities in Multnomah County Traffic Signals and Field Devices	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Operations Centers	Destination: TATH Message Broker	
FlowName: roadway information system status	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Signals and Field Devices	Destination: Multnomah County Traffic Operations Center	
FlowName: signal control status	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Signals and Field Devices	Destination: Multnomah County Traffic Operations Center	
FlowName: traffic flow	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Signals and Field Devices	Destination: Multnomah County Traffic Operations Center	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Signals and Field Devices	Destination: Multnomah County Traffic Operations Center	
FlowName: roadway information system status	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Signals and Field Devices	Destination: Other Cities in Multnomah County Traffic Operations Centers	
FlowName: signal control status	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Signals and Field Devices	Destination: Other Cities in Multnomah County Traffic Operations Centers	
FlowName: traffic flow	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Signals and Field Devices	Destination: Other Cities in Multnomah County Traffic Operations Centers	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: Other Cities in Multnomah County Traffic Signals and Field Devices	Destination: Other Cities in Multnomah County Traffic Operations Centers	
FlowName: alert status	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Operations Centers	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Operations Centers	Destination: 911 Dispatch Centers	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Operations Centers	Destination: 911 Dispatch Centers	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Operations Centers	Destination: 911 Dispatch Centers	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Operations Centers	Destination: 911 Dispatch Centers	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Operations Centers	Destination: 911 Dispatch Centers	

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FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Operations Centers	Destination: 911 Dispatch Centers	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Operations Centers	Destination: 911 Dispatch Centers	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Operations Centers	Destination: City of Beaverton Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Operations Centers	Destination: City of Hillsboro Traffic Operations Center	
FlowName: roadway information system data	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Operations Centers	Destination: Other Cities in Washington County Traffic Signals and Field Devices	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Operations Centers	Destination: Statewide Emergency Services System	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Operations Centers	Destination: Statewide Emergency Services System	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Operations Centers	Destination: Statewide Emergency Services System	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Operations Centers	Destination: TATII Message Broker	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Operations Centers	Destination: Washington County Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Operations Centers	Destination: Washington County Traffic Operations Center	
FlowName: roadway information system status	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Signals and Field Devices	Destination: Other Cities in Washington County Traffic Operations Centers	
FlowName: signal control status	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Signals and Field Devices	Destination: Other Cities in Washington County Traffic Operations Centers	
FlowName: traffic flow	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Signals and Field Devices	Destination: Other Cities in Washington County Traffic Operations Centers	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Signals and Field Devices	Destination: Other Cities in Washington County Traffic Operations Centers	
FlowName: roadway information system status	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Signals and Field Devices	Destination: Washington County Traffic Operations Center	
FlowName: signal control status	Status: Existing	In Regional Architecture
Source: Other Cities in Washington County Traffic Signals and Field Devices	Destination: Washington County Traffic Operations Center	

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FlowName: traffic flow	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Signals and Field Devices	Destination: Washington County Traffic Operations Center	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: Other Cities in Washington County Traffic Signals and Field Devices	Destination: Washington County Traffic Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: 911 Dispatch Centers	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: 911 Dispatch Centers	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: 911 Dispatch Centers	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: 911 Dispatch Centers	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: 911 Dispatch Centers	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: County Emergency Operations Centers	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: County Emergency Operations Centers	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: County Emergency Operations Centers	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: County Emergency Operations Centers	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: County Emergency Operations Centers	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: County Emergency Operations Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: ODOT Traffic Management Operations Center	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: ODOT Traffic Management Operations Center	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: ODOT Traffic Management Operations Center	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: ODOT Traffic Management Operations Center	

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FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: ODOT Traffic Management Operations Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: Other Emergency Management Operations	Destination: PDCC Mobile Dispatch Center	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: Other Emergency Management Operations	Destination: PDCC Mobile Dispatch Center	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: Other Emergency Management Operations	Destination: PDCC Mobile Dispatch Center	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: Other Emergency Management Operations	Destination: PDCC Mobile Dispatch Center	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: Other Emergency Management Operations	Destination: PDCC Mobile Dispatch Center	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: Other Emergency Management Operations	Destination: PDCC Mobile Dispatch Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: Port of Portland Airport Communications Center	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: Port of Portland Airport Communications Center	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: Port of Portland Airport Communications Center	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: Port of Portland Airport Communications Center	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: Port of Portland Airport Communications Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: Port of Portland Airport Communications Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: TriMet Transit Operations and Dispatch Centers	

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FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Other Emergency Management Operations	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: alert notification coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: 911 Dispatch Centers	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: 911 Dispatch Centers	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: 911 Dispatch Centers	
FlowName: incident report	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: 911 Dispatch Centers	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: 911 Dispatch Centers	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: 911 Dispatch Centers	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: County Emergency Operations Centers	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: County Emergency Operations Centers	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: County Emergency Operations Centers	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: County Emergency Operations Centers	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: County Emergency Operations Centers	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: County Emergency Operations Centers	
FlowName: alert notification	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: ODOT Traffic Management Operations Center	
FlowName: alert notification coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency traffic control request	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: ODOT Traffic Management Operations Center	

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FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: ODOT Traffic Management Operations Center	
FlowName: evacuation information	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: ODOT Traffic Management Operations Center	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: ODOT Traffic Management Operations Center	
FlowName: incident information	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: ODOT Traffic Management Operations Center	
FlowName: incident report	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: ODOT Traffic Management Operations Center	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: ODOT Traffic Management Operations Center	
FlowName: incident response status	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: ODOT Traffic Management Operations Center	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: ODOT Traffic Management Operations Center	
FlowName: resource request	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: ODOT Transportation Operations Centers	
FlowName: emergency traffic control request	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: ODOT Transportation Operations Centers	
FlowName: evacuation information	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: ODOT Transportation Operations Centers	
FlowName: incident response status	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: ODOT Transportation Operations Centers	
FlowName: remote surveillance control	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: ODOT Transportation Operations Centers	
FlowName: resource request	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: ODOT Transportation Operations Centers	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: ODOT Transportation Operations Centers	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Other Emergency Management Operations	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Other Emergency Management Operations	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Other Emergency Management Operations	

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FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Other Emergency Management Operations	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Other Emergency Management Operations	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Other Emergency Management Operations	
FlowName: alert notification coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: PDCC Mobile Dispatch Center	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: PDCC Mobile Dispatch Center	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: PDCC Mobile Dispatch Center	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: PDCC Mobile Dispatch Center	
FlowName: incident report	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: PDCC Mobile Dispatch Center	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: PDCC Mobile Dispatch Center	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: PDCC Mobile Dispatch Center	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: PDCC Mobile Dispatch Center	
FlowName: alert notification	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Port of Portland Airport Communications Center	
FlowName: alert notification coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Port of Portland Airport Communications Center	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Port of Portland Airport Communications Center	
FlowName: emergency traffic control request	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Port of Portland Airport Communications Center	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Port of Portland Airport Communications Center	
FlowName: evacuation information	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Port of Portland Airport Communications Center	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Port of Portland Airport Communications Center	
FlowName: incident information	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Port of Portland Airport Communications Center	

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FlowName: incident report	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Port of Portland Airport Communications Center	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Port of Portland Airport Communications Center	
FlowName: incident response status	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Port of Portland Airport Communications Center	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Port of Portland Airport Communications Center	
FlowName: resource request	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Port of Portland Airport Communications Center	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Port of Portland Airport Communications Center	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Statewide Emergency Services System	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Statewide Emergency Services System	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Statewide Emergency Services System	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Statewide Emergency Services System	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Statewide Emergency Services System	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: Statewide Emergency Services System	
FlowName: alert notification	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: alert notification coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency transit service request	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: evacuation information	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: TriMet Transit Operations and Dispatch Centers	

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FlowName: incident information	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident response status	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: U.S. Coast Guard	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: U.S. Coast Guard	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: U.S. Coast Guard	
FlowName: incident report	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: U.S. Coast Guard	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: U.S. Coast Guard	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: U.S. Coast Guard	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: PDCC Message Broker	Destination: U.S. Coast Guard	
FlowName: alert notification coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: incident report	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: 911 Dispatch Centers	

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FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: County Emergency Operations Centers	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: County Emergency Operations Centers	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: County Emergency Operations Centers	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: County Emergency Operations Centers	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: County Emergency Operations Centers	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: County Emergency Operations Centers	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Mayday Service Centers	
FlowName: incident report	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Mayday Service Centers	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Mayday Service Centers	
FlowName: alert notification	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: alert notification coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency route request	Status: Planned	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency traffic control request	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: evacuation information	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: incident information	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Traffic Management Operations Center	

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FlowName: incident report	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: incident response status	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: resource request	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: threat information	Status: Planned	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: threat information coordination	Status: Planned	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Transportation Operations Centers	
FlowName: emergency traffic control request	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Transportation Operations Centers	
FlowName: evacuation information	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Transportation Operations Centers	
FlowName: incident response status	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Transportation Operations Centers	
FlowName: resource request	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Transportation Operations Centers	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: ODOT Transportation Operations Centers	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Oregon State Police Dispatch Center	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Oregon State Police Dispatch Center	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Oregon State Police Dispatch Center	
FlowName: incident report	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Oregon State Police Dispatch Center	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Oregon State Police Dispatch Center	

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FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Oregon State Police Dispatch Center	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Oregon State Police Dispatch Center	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Other Emergency Management Operations	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Other Emergency Management Operations	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Other Emergency Management Operations	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Other Emergency Management Operations	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Other Emergency Management Operations	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Other Emergency Management Operations	
FlowName: alert notification coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: PDCC Message Broker	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: PDCC Message Broker	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: PDCC Message Broker	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: PDCC Message Broker	
FlowName: incident report	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: PDCC Message Broker	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: PDCC Message Broker	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: PDCC Message Broker	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: PDCC Message Broker	
FlowName: alert notification	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Port of Portland Airport Communications Center	
FlowName: alert notification coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Port of Portland Airport Communications Center	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Port of Portland Airport Communications Center	

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FlowName: emergency traffic control request	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Port of Portland Airport Communications Center	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Port of Portland Airport Communications Center	
FlowName: evacuation information	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Port of Portland Airport Communications Center	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Port of Portland Airport Communications Center	
FlowName: incident information	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Port of Portland Airport Communications Center	
FlowName: incident report	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Port of Portland Airport Communications Center	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Port of Portland Airport Communications Center	
FlowName: incident response status	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Port of Portland Airport Communications Center	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Port of Portland Airport Communications Center	
FlowName: resource request	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Port of Portland Airport Communications Center	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Port of Portland Airport Communications Center	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Statewide Emergency Services System	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Statewide Emergency Services System	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Statewide Emergency Services System	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Statewide Emergency Services System	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Statewide Emergency Services System	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: Statewide Emergency Services System	
FlowName: alert notification	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: alert notification coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	

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FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency transit service request	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: evacuation information	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident information	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident response status	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: PDCC Mobile Dispatch Center	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: emergency traveler information request	Status: Planned	In Regional Architecture
Source: Personal Vehicles (Public at Large)	Destination: Local Agency Websites	
FlowName: traveler request	Status: Planned	In Regional Architecture
Source: Personal Vehicles (Public at Large)	Destination: Local Agency Websites	
FlowName: trip request	Status: Planned	In Regional Architecture
Source: Personal Vehicles (Public at Large)	Destination: Local Agency Websites	
FlowName: emergency notification	Status: Existing/Pla	In Regional Architecture
Source: Personal Vehicles (Public at Large)	Destination: Mayday Service Centers	
FlowName: tag data	Status: Future	In Regional Architecture
Source: Personal Vehicles (Public at Large)	Destination: Toll Plazas	
FlowName: emergency traveler information request	Status: Planned	In Regional Architecture
Source: Personal Vehicles (Public at Large)	Destination: TriMet Website	
FlowName: traveler request	Status: Existing	In Regional Architecture
Source: Personal Vehicles (Public at Large)	Destination: TriMet Website	
FlowName: emergency traveler information request	Status: Planned	In Regional Architecture
Source: Personal Vehicles (Public at Large)	Destination: TripCheck	
FlowName: traveler request	Status: Existing	In Regional Architecture
Source: Personal Vehicles (Public at Large)	Destination: TripCheck	

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FlowName: alert notification coordination	Status: Existing	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: 911 Dispatch Centers	
FlowName: alert status	Status: Existing	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: 911 Dispatch Centers	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: 911 Dispatch Centers	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: 911 Dispatch Centers	
FlowName: incident command information coordination	Status: Existing	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: 911 Dispatch Centers	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: 911 Dispatch Centers	
FlowName: incident report	Status: Existing	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: 911 Dispatch Centers	
FlowName: incident response coordination	Status: Existing	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: 911 Dispatch Centers	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: 911 Dispatch Centers	
FlowName: resource deployment status	Status: Existing	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: 911 Dispatch Centers	
FlowName: road network conditions	Status: Existing	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: 911 Dispatch Centers	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: 911 Dispatch Centers	
FlowName: traffic images	Status: Existing	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: 911 Dispatch Centers	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: County Emergency Operations Centers	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: County Emergency Operations Centers	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: County Emergency Operations Centers	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: County Emergency Operations Centers	

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FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: County Emergency Operations Centers	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: County Emergency Operations Centers	
FlowName: resource deployment status	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: County Emergency Operations Centers	
FlowName: road network conditions	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: County Emergency Operations Centers	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: County Emergency Operations Centers	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: County Emergency Operations Centers	
FlowName: alert notification	Status: Existing	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Traffic Management Operations Center	
FlowName: alert notification coordination	Status: Existing	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Traffic Management Operations Center	
FlowName: alert status	Status: Existing	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency traffic control request	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Traffic Management Operations Center	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Traffic Management Operations Center	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Traffic Management Operations Center	
FlowName: incident command information coordination	Status: Existing	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Traffic Management Operations Center	
FlowName: incident report	Status: Existing	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Traffic Management Operations Center	
FlowName: incident response coordination	Status: Existing	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Traffic Management Operations Center	
FlowName: incident response status	Status: Existing	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Traffic Management Operations Center	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Traffic Management Operations Center	
FlowName: resource request	Status: Existing	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Traffic Management Operations Center	

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FlowName: road network probe information	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Traffic Management Operations Center	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic images	Status: Existing	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Traffic Management Operations Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Transportation Operations Centers	
FlowName: emergency traffic control request	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Transportation Operations Centers	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Transportation Operations Centers	
FlowName: incident response status	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Transportation Operations Centers	
FlowName: resource request	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Transportation Operations Centers	
FlowName: road network probe information	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Transportation Operations Centers	
FlowName: traffic control coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Transportation Operations Centers	
FlowName: traffic information coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Transportation Operations Centers	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: ODOT Transportation Operations Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Other Emergency Management Operations	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Other Emergency Management Operations	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Other Emergency Management Operations	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Other Emergency Management Operations	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Other Emergency Management Operations	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Other Emergency Management Operations	

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FlowName: alert notification coordination	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Message Broker	
FlowName: alert status	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Message Broker	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Message Broker	
FlowName: emergency traffic control information	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Message Broker	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Message Broker	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Message Broker	
FlowName: incident information	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Message Broker	
FlowName: incident report	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Message Broker	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Message Broker	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Message Broker	
FlowName: resource deployment status	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Message Broker	
FlowName: road network conditions	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Message Broker	
FlowName: road network status assessment	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Message Broker	
FlowName: traffic images	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Message Broker	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Message Broker	
FlowName: alert notification coordination	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Mobile Dispatch Center	
FlowName: alert status	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Mobile Dispatch Center	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Mobile Dispatch Center	
FlowName: emergency traffic control information	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Mobile Dispatch Center	

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FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Mobile Dispatch Center	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Mobile Dispatch Center	
FlowName: incident information	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Mobile Dispatch Center	
FlowName: incident report	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Mobile Dispatch Center	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Mobile Dispatch Center	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Mobile Dispatch Center	
FlowName: resource deployment status	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Mobile Dispatch Center	
FlowName: road network conditions	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Mobile Dispatch Center	
FlowName: road network status assessment	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Mobile Dispatch Center	
FlowName: traffic images	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Mobile Dispatch Center	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: PDCC Mobile Dispatch Center	
FlowName: emergency dispatch requests	Status: Existing	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Port of Portland Airport Emergency Vehicles	
FlowName: alert notification	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Port of Portland Airport Field Devices	
FlowName: environmental sensors control	Status: Planned	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Port of Portland Airport Field Devices	
FlowName: incident information	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Port of Portland Airport Field Devices	
FlowName: road network conditions	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Port of Portland Airport Field Devices	
FlowName: roadway information system data	Status: Planned	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Port of Portland Airport Field Devices	
FlowName: signal control data	Status: Planned	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Port of Portland Airport Field Devices	
FlowName: traffic sensor control	Status: Planned	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Port of Portland Airport Field Devices	

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FlowName: video surveillance control	Status: Planned	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Port of Portland Airport Field Devices	
FlowName: parking demand management request	Status: Planned	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Port of Portland Airport Parking Management	
FlowName: parking lot data request	Status: Future	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Port of Portland Airport Parking Management	
FlowName: parking lot inputs	Status: Planned	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Port of Portland Airport Parking Management	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Statewide Emergency Services System	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Statewide Emergency Services System	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Statewide Emergency Services System	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Statewide Emergency Services System	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Statewide Emergency Services System	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Statewide Emergency Services System	
FlowName: resource deployment status	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Statewide Emergency Services System	
FlowName: road network conditions	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Statewide Emergency Services System	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Statewide Emergency Services System	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: Statewide Emergency Services System	
FlowName: alert notification	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: TATII Message Broker	
FlowName: road network conditions	Status: Programmed	In Regional Architecture
Source: Port of Portland Airport Communications Center	Destination: TATII Message Broker	
FlowName: emergency dispatch response	Status: Existing	In Regional Architecture
Source: Port of Portland Airport Emergency Vehicles	Destination: Port of Portland Airport Communications Center	
FlowName: incident status	Status: Existing	In Regional Architecture
Source: Port of Portland Airport Emergency Vehicles	Destination: Port of Portland Airport Communications Center	
FlowName: alert status	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Field Devices	Destination: Port of Portland Airport Communications Center	

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FlowName: environmental conditions data	Status: Planned	In Regional Architecture
Source: Port of Portland Airport Field Devices	Destination: Port of Portland Airport Communications Center	
FlowName: environmental probe data	Status: Existing/Pla	In Regional Architecture
Source: Port of Portland Airport Field Devices	Destination: Port of Portland Airport Communications Center	
FlowName: roadway information system status	Status: Planned	In Regional Architecture
Source: Port of Portland Airport Field Devices	Destination: Port of Portland Airport Communications Center	
FlowName: signal control status	Status: Planned	In Regional Architecture
Source: Port of Portland Airport Field Devices	Destination: Port of Portland Airport Communications Center	
FlowName: traffic flow	Status: Planned	In Regional Architecture
Source: Port of Portland Airport Field Devices	Destination: Port of Portland Airport Communications Center	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: Port of Portland Airport Field Devices	Destination: Port of Portland Airport Communications Center	
FlowName: emergency traveler information request	Status: Planned	In Regional Architecture
Source: Port of Portland Airport Field Devices	Destination: TATII Message Broker	
FlowName: parking coordination	Status: Future	In Regional Architecture
Source: Port of Portland Airport Parking Management	Destination: City of Portland Parking Management	
FlowName: parking demand management response	Status: Planned	In Regional Architecture
Source: Port of Portland Airport Parking Management	Destination: Port of Portland Airport Communications Center	
FlowName: parking information	Status: Existing	In Regional Architecture
Source: Port of Portland Airport Parking Management	Destination: Port of Portland Airport Communications Center	
FlowName: archive coordination	Status: Planned	In Regional Architecture
Source: Port of Portland Data Mart	Destination: Portland State University PORTAL Data Warehouse	
FlowName: archive requests	Status: Planned	In Regional Architecture
Source: Portland State University PORTAL Data Warehouse	Destination: City of Beaverton Traffic Operations Center	
FlowName: archive status	Status: Planned	In Regional Architecture
Source: Portland State University PORTAL Data Warehouse	Destination: City of Beaverton Traffic Operations Center	
FlowName: archive requests	Status: Planned	In Regional Architecture
Source: Portland State University PORTAL Data Warehouse	Destination: City of Gresham Traffic Operations Center	
FlowName: archive status	Status: Planned	In Regional Architecture
Source: Portland State University PORTAL Data Warehouse	Destination: City of Gresham Traffic Operations Center	
FlowName: archive requests	Status: Planned	In Regional Architecture
Source: Portland State University PORTAL Data Warehouse	Destination: City of Portland Traffic Operations Center	
FlowName: archive status	Status: Planned	In Regional Architecture
Source: Portland State University PORTAL Data Warehouse	Destination: City of Portland Traffic Operations Center	
FlowName: archive requests	Status: Planned	In Regional Architecture
Source: Portland State University PORTAL Data Warehouse	Destination: Clackamas County Traffic Operations Center	
FlowName: archive status	Status: Planned	In Regional Architecture
Source: Portland State University PORTAL Data Warehouse	Destination: Clackamas County Traffic Operations Center	

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FlowName: archive requests	Status: Planned	In Regional Architecture
Source: Portland State University PORTAL Data Warehouse	Destination: Multnomah County Traffic Operations Center	
FlowName: archive status	Status: Planned	In Regional Architecture
Source: Portland State University PORTAL Data Warehouse	Destination: Multnomah County Traffic Operations Center	
FlowName: archive requests	Status: Existing	In Regional Architecture
Source: Portland State University PORTAL Data Warehouse	Destination: ODOT Traffic Management Operations Center	
FlowName: archive status	Status: Existing	In Regional Architecture
Source: Portland State University PORTAL Data Warehouse	Destination: ODOT Traffic Management Operations Center	
FlowName: archive coordination	Status: Planned	In Regional Architecture
Source: Portland State University PORTAL Data Warehouse	Destination: Port of Portland Data Mart	
FlowName: archive coordination	Status: Planned	In Regional Architecture
Source: Portland State University PORTAL Data Warehouse	Destination: TriMet Enterprise Data Mart	
FlowName: archive requests	Status: Planned	In Regional Architecture
Source: Portland State University PORTAL Data Warehouse	Destination: TriMet Enterprise Data Mart	
FlowName: archive status	Status: Planned	In Regional Architecture
Source: Portland State University PORTAL Data Warehouse	Destination: TriMet Enterprise Data Mart	
FlowName: archive requests	Status: Planned	In Regional Architecture
Source: Portland State University PORTAL Data Warehouse	Destination: Washington County Traffic Operations Center	
FlowName: archive status	Status: Planned	In Regional Architecture
Source: Portland State University PORTAL Data Warehouse	Destination: Washington County Traffic Operations Center	
FlowName: event plans	Status: Planned	In Regional Architecture
Source: Special Event Promoters	Destination: City of Beaverton Traffic Operations Center	
FlowName: event plans	Status: Existing	In Regional Architecture
Source: Special Event Promoters	Destination: City of Portland Traffic Operations Center	
FlowName: event plans	Status: Existing	In Regional Architecture
Source: Special Event Promoters	Destination: ODOT Traffic Management Operations Center	
FlowName: event plans	Status: Existing	In Regional Architecture
Source: Special Event Promoters	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: event plans	Status: Planned	In Regional Architecture
Source: Special Event Promoters	Destination: Washington County Traffic Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: 911 Dispatch Centers	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: 911 Dispatch Centers	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: 911 Dispatch Centers	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: 911 Dispatch Centers	

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FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: 911 Dispatch Centers	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: County Emergency Operations Centers	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: County Emergency Operations Centers	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: County Emergency Operations Centers	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: County Emergency Operations Centers	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: County Emergency Operations Centers	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: County Emergency Operations Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency traffic control request	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: ODOT Traffic Management Operations Center	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: ODOT Traffic Management Operations Center	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: ODOT Traffic Management Operations Center	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: ODOT Traffic Management Operations Center	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: ODOT Traffic Management Operations Center	
FlowName: incident response status	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: ODOT Traffic Management Operations Center	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: ODOT Traffic Management Operations Center	
FlowName: resource request	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: ODOT Traffic Management Operations Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: ODOT Transportation Operations Centers	

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FlowName: emergency traffic control request	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: ODOT Transportation Operations Centers	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: ODOT Transportation Operations Centers	
FlowName: incident response status	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: ODOT Transportation Operations Centers	
FlowName: resource request	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: ODOT Transportation Operations Centers	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: ODOT Transportation Operations Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: Oregon State Police Dispatch Center	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: Oregon State Police Dispatch Center	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: Oregon State Police Dispatch Center	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: Oregon State Police Dispatch Center	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: Oregon State Police Dispatch Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: Oregon State Police Dispatch Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: Other Emergency Management Operations	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: Other Emergency Management Operations	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: Other Emergency Management Operations	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: Other Emergency Management Operations	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: Other Emergency Management Operations	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: Other Emergency Management Operations	
FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: Statewide Emergency Services System	Destination: PDCC Mobile Dispatch Center	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: Statewide Emergency Services System	Destination: PDCC Mobile Dispatch Center	

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FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: Statewide Emergency Services System	Destination: PDCC Mobile Dispatch Center	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: Statewide Emergency Services System	Destination: PDCC Mobile Dispatch Center	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: Statewide Emergency Services System	Destination: PDCC Mobile Dispatch Center	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: Statewide Emergency Services System	Destination: PDCC Mobile Dispatch Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: U.S. Coast Guard	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: U.S. Coast Guard	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: U.S. Coast Guard	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: U.S. Coast Guard	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: U.S. Coast Guard	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: Statewide Emergency Services System	Destination: U.S. Coast Guard	
FlowName: traveler information for media	Status: Planned	In Regional Architecture
Source: TATII Message Broker	Destination: Broadcast Media for Portland/Vancouver Area	
FlowName: broadcast information	Status: Planned	In Regional Architecture
Source: TATII Message Broker	Destination: Personal Vehicles (Public at Large)	
FlowName: emergency traveler information	Status: Planned	In Regional Architecture
Source: TATII Message Broker	Destination: Personal Vehicles (Public at Large)	
FlowName: local signal priority request	Status: Programmed	In Regional Architecture
Source: TriMet Commuter Rail	Destination: City of Beaverton Traffic Signals and Field Devices	
FlowName: local signal priority request	Status: Programmed	In Regional Architecture
Source: TriMet Commuter Rail	Destination: ODOT Traffic Signals and Field Devices	
FlowName: secure area sensor data	Status: Programmed	In Regional Architecture
Source: TriMet Commuter Rail	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: secure area surveillance data	Status: Programmed	In Regional Architecture
Source: TriMet Commuter Rail	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit vehicle passenger and use data	Status: Programmed	In Regional Architecture
Source: TriMet Commuter Rail	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit vehicle schedule performance	Status: Programmed	In Regional Architecture
Source: TriMet Commuter Rail	Destination: TriMet Transit Operations and Dispatch Centers	

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FlowName: local signal priority request	Status: Programmed	In Regional Architecture
Source: TriMet Commuter Rail	Destination: Washington County Traffic Signals and Field Devices	
FlowName: archive coordination	Status: Planned	In Regional Architecture
Source: TriMet Enterprise Data Mart	Destination: Portland State University PORTAL Data Warehouse	
FlowName: transit archive data	Status: Planned	In Regional Architecture
Source: TriMet Enterprise Data Mart	Destination: Portland State University PORTAL Data Warehouse	
FlowName: transit and fare schedules	Status: Planned	In Regional Architecture
Source: TriMet Enterprise Data Mart	Destination: TriMet Website	
FlowName: transit incident information	Status: Planned	In Regional Architecture
Source: TriMet Enterprise Data Mart	Destination: TriMet Website	
FlowName: transit request confirmation	Status: Planned	In Regional Architecture
Source: TriMet Enterprise Data Mart	Destination: TriMet Website	
FlowName: arriving train information	Status: Planned	In Regional Architecture
Source: TriMet Field Devices	Destination: City of Beaverton Traffic Signals and Field Devices	
FlowName: track status	Status: Existing/Pla	In Regional Architecture
Source: TriMet Field Devices	Destination: City of Beaverton Traffic Signals and Field Devices	
FlowName: arriving train information	Status: Planned	In Regional Architecture
Source: TriMet Field Devices	Destination: City of Gresham Traffic Signals and Field Devices	
FlowName: track status	Status: Existing/Pla	In Regional Architecture
Source: TriMet Field Devices	Destination: City of Gresham Traffic Signals and Field Devices	
FlowName: track status	Status: Existing	In Regional Architecture
Source: TriMet Field Devices	Destination: City of Hillsboro Traffic Signals and Field Devices	
FlowName: track status	Status: Existing	In Regional Architecture
Source: TriMet Field Devices	Destination: City of Portland Traffic Signals and Field Devices	
FlowName: train presence information	Status: Existing	In Regional Architecture
Source: TriMet Field Devices	Destination: Heavy Rail Operations	
FlowName: track status	Status: Existing/Pla	In Regional Architecture
Source: TriMet Field Devices	Destination: Multnomah County Traffic Signals and Field Devices	
FlowName: track status	Status: Existing/Pro	In Regional Architecture
Source: TriMet Field Devices	Destination: ODOT Traffic Signals and Field Devices	
FlowName: alarm notification	Status: Existing	In Regional Architecture
Source: TriMet Field Devices	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: secure area sensor data	Status: Existing	In Regional Architecture
Source: TriMet Field Devices	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: secure area surveillance data	Status: Existing	In Regional Architecture
Source: TriMet Field Devices	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: traveler request	Status: Existing	In Regional Architecture
Source: TriMet Field Devices	Destination: TriMet Website	

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FlowName: local signal priority request	Status: Planned	In Regional Architecture
Source: TriMet Fixed-Route Buses	Destination: City of Beaverton Traffic Signals and Field Devices	
FlowName: local signal priority request	Status: Planned	In Regional Architecture
Source: TriMet Fixed-Route Buses	Destination: City of Gresham Traffic Signals and Field Devices	
FlowName: local signal priority request	Status: Planned	In Regional Architecture
Source: TriMet Fixed-Route Buses	Destination: City of Hillsboro Traffic Signals and Field Devices	
FlowName: local signal priority request	Status: Existing/Pla	In Regional Architecture
Source: TriMet Fixed-Route Buses	Destination: City of Portland Traffic Signals and Field Devices	
FlowName: local signal priority request	Status: Planned	In Regional Architecture
Source: TriMet Fixed-Route Buses	Destination: Clackamas County Traffic Signals and Field Devices	
FlowName: local signal priority request	Status: Planned	In Regional Architecture
Source: TriMet Fixed-Route Buses	Destination: Multnomah County Traffic Signals and Field Devices	
FlowName: local signal priority request	Status: Planned	In Regional Architecture
Source: TriMet Fixed-Route Buses	Destination: ODOT Traffic Signals and Field Devices	
FlowName: local signal priority request	Status: Planned	In Regional Architecture
Source: TriMet Fixed-Route Buses	Destination: Other Cities in Clackamas County Traffic Signals and Field Devices	
FlowName: local signal priority request	Status: Planned	In Regional Architecture
Source: TriMet Fixed-Route Buses	Destination: Other Cities in Multnomah County Traffic Signals and Field Devices	
FlowName: alarm notification	Status: Existing	In Regional Architecture
Source: TriMet Fixed-Route Buses	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: fare and payment status	Status: Future	In Regional Architecture
Source: TriMet Fixed-Route Buses	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: request for bad tag list	Status: Future	In Regional Architecture
Source: TriMet Fixed-Route Buses	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: secure area sensor data	Status: Existing	In Regional Architecture
Source: TriMet Fixed-Route Buses	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: secure area surveillance data	Status: Existing	In Regional Architecture
Source: TriMet Fixed-Route Buses	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit vehicle conditions	Status: Existing	In Regional Architecture
Source: TriMet Fixed-Route Buses	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit vehicle location data	Status: Existing	In Regional Architecture
Source: TriMet Fixed-Route Buses	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit vehicle operator authentication information	Status: Existing	In Regional Architecture
Source: TriMet Fixed-Route Buses	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit vehicle passenger and use data	Status: Existing	In Regional Architecture
Source: TriMet Fixed-Route Buses	Destination: TriMet Transit Operations and Dispatch Centers	

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FlowName: transit vehicle schedule performance	Status: Existing	In Regional Architecture
Source: TriMet Fixed-Route Buses	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: alarm notification	Status: Existing	In Regional Architecture
Source: TriMet LIFT/ATP Paratransit Vehicles	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: fare and payment status	Status: Future	In Regional Architecture
Source: TriMet LIFT/ATP Paratransit Vehicles	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: request for bad tag list	Status: Future	In Regional Architecture
Source: TriMet LIFT/ATP Paratransit Vehicles	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: secure area sensor data	Status: Existing	In Regional Architecture
Source: TriMet LIFT/ATP Paratransit Vehicles	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: secure area surveillance data	Status: Existing	In Regional Architecture
Source: TriMet LIFT/ATP Paratransit Vehicles	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit vehicle conditions	Status: Existing	In Regional Architecture
Source: TriMet LIFT/ATP Paratransit Vehicles	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit vehicle location data	Status: Existing	In Regional Architecture
Source: TriMet LIFT/ATP Paratransit Vehicles	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit vehicle operator authentication information	Status: Existing	In Regional Architecture
Source: TriMet LIFT/ATP Paratransit Vehicles	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit vehicle passenger and use data	Status: Existing	In Regional Architecture
Source: TriMet LIFT/ATP Paratransit Vehicles	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit vehicle schedule performance	Status: Existing	In Regional Architecture
Source: TriMet LIFT/ATP Paratransit Vehicles	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: local signal preemption request	Status: Planned	In Regional Architecture
Source: TriMet MAX Trains	Destination: City of Gresham Traffic Signals and Field Devices	
FlowName: local signal priority request	Status: Existing	In Regional Architecture
Source: TriMet MAX Trains	Destination: City of Hillsboro Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing	In Regional Architecture
Source: TriMet MAX Trains	Destination: City of Portland Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Planned	In Regional Architecture
Source: TriMet MAX Trains	Destination: Clackamas County Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Planned	In Regional Architecture
Source: TriMet MAX Trains	Destination: Multnomah County Traffic Signals and Field Devices	
FlowName: local signal preemption request	Status: Existing	In Regional Architecture
Source: TriMet MAX Trains	Destination: ODOT Traffic Signals and Field Devices	
FlowName: alarm notification	Status: Existing/Pro	In Regional Architecture
Source: TriMet MAX Trains	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: fare and payment status	Status: Future	In Regional Architecture
Source: TriMet MAX Trains	Destination: TriMet Transit Operations and Dispatch Centers	

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FlowName: request for bad tag list	Status: Future	In Regional Architecture
Source: TriMet MAX Trains	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: secure area sensor data	Status: Existing/Pro	In Regional Architecture
Source: TriMet MAX Trains	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: secure area surveillance data	Status: Existing/Pro	In Regional Architecture
Source: TriMet MAX Trains	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit vehicle conditions	Status: Existing/Pro	In Regional Architecture
Source: TriMet MAX Trains	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit vehicle location data	Status: Existing/Pro	In Regional Architecture
Source: TriMet MAX Trains	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit vehicle operator authentication information	Status: Existing/Pro	In Regional Architecture
Source: TriMet MAX Trains	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit vehicle passenger and use data	Status: Existing	In Regional Architecture
Source: TriMet MAX Trains	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: transit vehicle schedule performance	Status: Existing/Pro	In Regional Architecture
Source: TriMet MAX Trains	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: parking coordination	Status: Future	In Regional Architecture
Source: TriMet Parking Management	Destination: City of Portland Parking Management	
FlowName: parking information	Status: Planned	In Regional Architecture
Source: TriMet Parking Management	Destination: TriMet Website	
FlowName: infrastructure monitoring sensor data	Status: Existing	In Regional Architecture
Source: TriMet Security Surveillance	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: secure area sensor data	Status: Existing	In Regional Architecture
Source: TriMet Security Surveillance	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: secure area surveillance data	Status: Existing	In Regional Architecture
Source: TriMet Security Surveillance	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: incident status	Status: Existing	In Regional Architecture
Source: TriMet Supervisory Vehicles	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: alert notification coordination	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: 911 Dispatch Centers	
FlowName: alert status	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: 911 Dispatch Centers	
FlowName: emergency transit schedule information	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: 911 Dispatch Centers	
FlowName: emergency transit service response	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: 911 Dispatch Centers	

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FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: 911 Dispatch Centers	
FlowName: incident command information coordination	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: 911 Dispatch Centers	
FlowName: incident response coordination	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: 911 Dispatch Centers	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: 911 Dispatch Centers	
FlowName: transit system status assessment	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: 911 Dispatch Centers	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: City of Portland Traffic Operations Center	
FlowName: emergency traffic control request	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: City of Portland Traffic Operations Center	
FlowName: emergency transit schedule information	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: City of Portland Traffic Operations Center	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: City of Portland Traffic Operations Center	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: City of Portland Traffic Operations Center	
FlowName: incident response status	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: City of Portland Traffic Operations Center	
FlowName: resource request	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: City of Portland Traffic Operations Center	
FlowName: road network probe information	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: City of Portland Traffic Operations Center	
FlowName: transit system data	Status: Planned	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: City of Portland Traffic Operations Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: City of Portland Traffic Operations Center	
FlowName: alert notification	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: emergency transit service request	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: City of Portland Transit Operations and Dispatch Center	

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FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: incident response status	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: transit fare coordination	Status: Future	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: transit service coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: City of Portland Transit Operations and Dispatch Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: County Emergency Operations Centers	
FlowName: emergency transit schedule information	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: County Emergency Operations Centers	
FlowName: emergency transit service response	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: County Emergency Operations Centers	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: County Emergency Operations Centers	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: County Emergency Operations Centers	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: County Emergency Operations Centers	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: County Emergency Operations Centers	
FlowName: transit system status assessment	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: County Emergency Operations Centers	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: County Emergency Operations Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: C-TRAN Transit Operations and Dispatch Center	
FlowName: emergency transit service request	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: C-TRAN Transit Operations and Dispatch Center	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: C-TRAN Transit Operations and Dispatch Center	
FlowName: incident response status	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: C-TRAN Transit Operations and Dispatch Center	

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FlowName: transit fare coordination	Status: Future	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: C-TRAN Transit Operations and Dispatch Center	
FlowName: transit service coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: C-TRAN Transit Operations and Dispatch Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: C-TRAN Transit Operations and Dispatch Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Maintenance and Construction Management	
FlowName: emergency traffic control request	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Maintenance and Construction Management	
FlowName: emergency transit schedule information	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Maintenance and Construction Management	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Maintenance and Construction Management	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Maintenance and Construction Management	
FlowName: incident response status	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Maintenance and Construction Management	
FlowName: maint and constr resource request	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Maintenance and Construction Management	
FlowName: resource request	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Maintenance and Construction Management	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Maintenance and Construction Management	
FlowName: work plan feedback	Status: Existing/Pro	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Maintenance and Construction Management	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency traffic control request	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency transit schedule information	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency transit service response	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: evacuation information	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: ODOT Traffic Management Operations Center	

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FlowName: incident command information coordination	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: incident response coordination	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: incident response status	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: resource request	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: road network probe information	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: transit demand management response	Status: Future	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: transit system data	Status: Future	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: transit system status assessment	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Other Emergency Management Operations	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Other Emergency Management Operations	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Other Emergency Management Operations	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Other Emergency Management Operations	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Other Emergency Management Operations	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Other Emergency Management Operations	
FlowName: alert notification coordination	Status: Programmed	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: alert status	Status: Programmed	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: PDCC Mobile Dispatch Center	

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FlowName: emergency plan coordination	Status: Programmed	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: emergency transit schedule information	Status: Programmed	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: emergency transit service response	Status: Programmed	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: evacuation coordination	Status: Programmed	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: incident command information coordination	Status: Programmed	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: incident response coordination	Status: Programmed	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: resource coordination	Status: Programmed	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: transit system status assessment	Status: Programmed	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: transportation system status	Status: Programmed	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: PDCC Mobile Dispatch Center	
FlowName: event confirmation	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Special Event Promoters	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Statewide Emergency Services System	
FlowName: emergency transit schedule information	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Statewide Emergency Services System	
FlowName: emergency transit service response	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Statewide Emergency Services System	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Statewide Emergency Services System	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Statewide Emergency Services System	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Statewide Emergency Services System	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Statewide Emergency Services System	
FlowName: transit system status assessment	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Statewide Emergency Services System	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: Statewide Emergency Services System	

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FlowName: alert notification	Status: Programmed	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TATII Message Broker	
FlowName: alarm acknowledge	Status: Programmed	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Commuter Rail	
FlowName: bad tag list	Status: Future	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Commuter Rail	
FlowName: fare management information	Status: Future	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Commuter Rail	
FlowName: remote vehicle disable	Status: Programmed	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Commuter Rail	
FlowName: request for vehicle measures	Status: Programmed	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Commuter Rail	
FlowName: secure area sensor control	Status: Programmed	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Commuter Rail	
FlowName: secure area surveillance control	Status: Programmed	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Commuter Rail	
FlowName: transit schedule information	Status: Programmed	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Commuter Rail	
FlowName: alarm acknowledge	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Field Devices	
FlowName: secure area sensor control	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Field Devices	
FlowName: secure area surveillance control	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Field Devices	
FlowName: transit traveler information	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Field Devices	
FlowName: alarm acknowledge	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Fixed-Route Buses	
FlowName: bad tag list	Status: Future	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Fixed-Route Buses	
FlowName: fare management information	Status: Future	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Fixed-Route Buses	
FlowName: remote vehicle disable	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Fixed-Route Buses	
FlowName: request for vehicle measures	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Fixed-Route Buses	
FlowName: secure area sensor control	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Fixed-Route Buses	

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FlowName: secure area surveillance control	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Fixed-Route Buses	
FlowName: transit schedule information	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Fixed-Route Buses	
FlowName: transit vehicle operator authentication update	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Fixed-Route Buses	
FlowName: transit vehicle operator information	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Fixed-Route Buses	
FlowName: alarm acknowledge	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet LIFT/ATP Paratransit Vehicles	
FlowName: bad tag list	Status: Future	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet LIFT/ATP Paratransit Vehicles	
FlowName: fare management information	Status: Future	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet LIFT/ATP Paratransit Vehicles	
FlowName: remote vehicle disable	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet LIFT/ATP Paratransit Vehicles	
FlowName: request for vehicle measures	Status: Future	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet LIFT/ATP Paratransit Vehicles	
FlowName: secure area sensor control	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet LIFT/ATP Paratransit Vehicles	
FlowName: secure area surveillance control	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet LIFT/ATP Paratransit Vehicles	
FlowName: transit vehicle operator authentication update	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet LIFT/ATP Paratransit Vehicles	
FlowName: transit vehicle operator information	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet LIFT/ATP Paratransit Vehicles	
FlowName: alarm acknowledge	Status: Existing/Pro	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet MAX Trains	
FlowName: bad tag list	Status: Future	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet MAX Trains	
FlowName: fare management information	Status: Future	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet MAX Trains	
FlowName: remote vehicle disable	Status: Existing/Pro	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet MAX Trains	
FlowName: request for vehicle measures	Status: Future	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet MAX Trains	
FlowName: secure area sensor control	Status: Existing/Pro	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet MAX Trains	

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FlowName: secure area surveillance control	Status: Existing/Pro	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet MAX Trains	
FlowName: transit schedule information	Status: Existing/Pro	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet MAX Trains	
FlowName: transit vehicle operator authentication update	Status: Existing/Pro	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet MAX Trains	
FlowName: transit vehicle operator information	Status: Existing/Pro	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet MAX Trains	
FlowName: infrastructure monitoring sensor control	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Security Surveillance	
FlowName: secure area sensor control	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Security Surveillance	
FlowName: secure area surveillance control	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Security Surveillance	
FlowName: decision support information	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Supervisory Vehicles	
FlowName: alert notification	Status: Existing	In Regional Architecture
Source: TriMet Transit Operations and Dispatch Centers	Destination: TriMet Website	
FlowName: traveler information for media	Status: Planned	In Regional Architecture
Source: TriMet Website	Destination: Broadcast Media for Portland/Vancouver Area	
FlowName: emergency traveler information	Status: Existing	In Regional Architecture
Source: TriMet Website	Destination: Personal Vehicles (Public at Large)	
FlowName: traveler information	Status: Existing	In Regional Architecture
Source: TriMet Website	Destination: Personal Vehicles (Public at Large)	
FlowName: yellow pages information	Status: Planned	In Regional Architecture
Source: TriMet Website	Destination: Personal Vehicles (Public at Large)	
FlowName: ISP coordination	Status: Programmed	In Regional Architecture
Source: TriMet Website	Destination: TATII Message Broker	
FlowName: selected routes	Status: Existing	In Regional Architecture
Source: TriMet Website	Destination: TriMet Enterprise Data Mart	
FlowName: transit information request	Status: Existing	In Regional Architecture
Source: TriMet Website	Destination: TriMet Enterprise Data Mart	
FlowName: traveler archive data	Status: Existing	In Regional Architecture
Source: TriMet Website	Destination: TriMet Enterprise Data Mart	
FlowName: emergency traveler information	Status: Existing	In Regional Architecture
Source: TriMet Website	Destination: TriMet Field Devices	
FlowName: traveler information	Status: Existing	In Regional Architecture
Source: TriMet Website	Destination: TriMet Field Devices	

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FlowName: parking lot data request	Status: Planned	In Regional Architecture
Source: TriMet Website	Destination: TriMet Parking Management	
FlowName: parking reservations request	Status: Planned	In Regional Architecture
Source: TriMet Website	Destination: TriMet Parking Management	
FlowName: alert status	Status: Existing	In Regional Architecture
Source: TriMet Website	Destination: TriMet Transit Operations and Dispatch Centers	
FlowName: broadcast information	Status: Planned	In Regional Architecture
Source: TriMet Website	Destination: User Devices	
FlowName: emergency traveler information	Status: Existing	In Regional Architecture
Source: TriMet Website	Destination: User Devices	
FlowName: traveler information	Status: Existing	In Regional Architecture
Source: TriMet Website	Destination: User Devices	
FlowName: trip plan	Status: Planned	In Regional Architecture
Source: TriMet Website	Destination: User Devices	
FlowName: yellow pages information	Status: Planned	In Regional Architecture
Source: TriMet Website	Destination: User Devices	
FlowName: traveler information for media	Status: Planned	In Regional Architecture
Source: TripCheck	Destination: Broadcast Media for Portland/Vancouver Area	
FlowName: ISP coordination	Status: Existing	In Regional Architecture
Source: TripCheck	Destination: Local Agency Websites	
FlowName: emergency traveler information	Status: Existing	In Regional Architecture
Source: TripCheck	Destination: Personal Vehicles (Public at Large)	
FlowName: traveler information	Status: Existing	In Regional Architecture
Source: TripCheck	Destination: Personal Vehicles (Public at Large)	
FlowName: ISP coordination	Status: Programmed	In Regional Architecture
Source: TripCheck	Destination: TATII Message Broker	
FlowName: broadcast information	Status: Planned	In Regional Architecture
Source: TripCheck	Destination: User Devices	
FlowName: emergency traveler information	Status: Existing	In Regional Architecture
Source: TripCheck	Destination: User Devices	
FlowName: traveler information	Status: Existing	In Regional Architecture
Source: TripCheck	Destination: User Devices	
FlowName: trip plan	Status: Existing	In Regional Architecture
Source: TripCheck	Destination: User Devices	
FlowName: yellow pages information	Status: Planned	In Regional Architecture
Source: TripCheck	Destination: User Devices	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: U.S. Coast Guard	Destination: 911 Dispatch Centers	

TransPort Regional ITS Architecture

FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: U.S. Coast Guard	Destination: 911 Dispatch Centers	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: U.S. Coast Guard	Destination: 911 Dispatch Centers	
FlowName: incident report	Status: Existing	In Regional Architecture
Source: U.S. Coast Guard	Destination: 911 Dispatch Centers	
FlowName: incident response coordination	Status: Existing	In Regional Architecture
Source: U.S. Coast Guard	Destination: 911 Dispatch Centers	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: U.S. Coast Guard	Destination: 911 Dispatch Centers	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: U.S. Coast Guard	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: U.S. Coast Guard	Destination: ODOT Traffic Management Operations Center	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: U.S. Coast Guard	Destination: ODOT Traffic Management Operations Center	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: U.S. Coast Guard	Destination: ODOT Traffic Management Operations Center	
FlowName: incident report	Status: Existing	In Regional Architecture
Source: U.S. Coast Guard	Destination: ODOT Traffic Management Operations Center	
FlowName: incident response coordination	Status: Existing	In Regional Architecture
Source: U.S. Coast Guard	Destination: ODOT Traffic Management Operations Center	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: U.S. Coast Guard	Destination: ODOT Traffic Management Operations Center	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: U.S. Coast Guard	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: U.S. Coast Guard	Destination: Statewide Emergency Services System	
FlowName: evacuation coordination	Status: Existing/Pla	In Regional Architecture
Source: U.S. Coast Guard	Destination: Statewide Emergency Services System	
FlowName: incident command information coordination	Status: Existing/Pla	In Regional Architecture
Source: U.S. Coast Guard	Destination: Statewide Emergency Services System	
FlowName: incident response coordination	Status: Existing/Pla	In Regional Architecture
Source: U.S. Coast Guard	Destination: Statewide Emergency Services System	
FlowName: resource coordination	Status: Existing/Pla	In Regional Architecture
Source: U.S. Coast Guard	Destination: Statewide Emergency Services System	
FlowName: transportation system status	Status: Existing/Pla	In Regional Architecture
Source: U.S. Coast Guard	Destination: Statewide Emergency Services System	

TransPort Regional ITS Architecture

FlowName: emergency traveler information request	Status: Existing	In Regional Architecture
Source: User Devices	Destination: 511 Traveler Information Phone Number	
FlowName: traveler request	Status: Existing	In Regional Architecture
Source: User Devices	Destination: 511 Traveler Information Phone Number	
FlowName: emergency traveler information request	Status: Existing	In Regional Architecture
Source: User Devices	Destination: Local Agency Websites	
FlowName: traveler profile	Status: Existing	In Regional Architecture
Source: User Devices	Destination: Local Agency Websites	
FlowName: trip confirmation	Status: Existing	In Regional Architecture
Source: User Devices	Destination: Local Agency Websites	
FlowName: trip request	Status: Existing	In Regional Architecture
Source: User Devices	Destination: Local Agency Websites	
FlowName: emergency traveler information request	Status: Existing	In Regional Architecture
Source: User Devices	Destination: TriMet Website	
FlowName: traveler profile	Status: Existing	In Regional Architecture
Source: User Devices	Destination: TriMet Website	
FlowName: traveler request	Status: Existing	In Regional Architecture
Source: User Devices	Destination: TriMet Website	
FlowName: trip confirmation	Status: Existing	In Regional Architecture
Source: User Devices	Destination: TriMet Website	
FlowName: trip request	Status: Existing	In Regional Architecture
Source: User Devices	Destination: TriMet Website	
FlowName: yellow pages request	Status: Planned	In Regional Architecture
Source: User Devices	Destination: TriMet Website	
FlowName: emergency traveler information request	Status: Existing	In Regional Architecture
Source: User Devices	Destination: TripCheck	
FlowName: traveler profile	Status: Existing	In Regional Architecture
Source: User Devices	Destination: TripCheck	
FlowName: traveler request	Status: Existing	In Regional Architecture
Source: User Devices	Destination: TripCheck	
FlowName: trip confirmation	Status: Existing	In Regional Architecture
Source: User Devices	Destination: TripCheck	
FlowName: trip request	Status: Existing	In Regional Architecture
Source: User Devices	Destination: TripCheck	
FlowName: yellow pages request	Status: Planned	In Regional Architecture
Source: User Devices	Destination: TripCheck	
FlowName: traveler profile	Status: Existing	In Regional Architecture
Source: User Devices	Destination: Yellow Pages Service Providers	

TransPort Regional ITS Architecture

FlowName: yellow pages request	Status: Planned	In Regional Architecture
Source: User Devices	Destination: Yellow Pages Service Providers	
FlowName: alert status	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: City of Beaverton Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: City of Beaverton Traffic Operations Center	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: City of Hillsboro Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: City of Hillsboro Traffic Operations Center	
FlowName: signal control data	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: City of Hillsboro Traffic Signals and Field Devices	
FlowName: traffic sensor control	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: City of Hillsboro Traffic Signals and Field Devices	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: City of Portland Traffic Operations Center	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: City of Portland Traffic Operations Center	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: County Emergency Operations Centers	

TransPort Regional ITS Architecture

FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: County Emergency Operations Centers	
FlowName: incident information	Status: Programmed	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: maint and constr resource request	Status: Programmed	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: road network status assessment	Status: Programmed	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: traffic control coordination	Status: Programmed	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: traffic information coordination	Status: Programmed	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: work plan feedback	Status: Programmed	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: Maintenance and Construction Management	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic images	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic control coordination	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: Other Cities in Washington County Traffic Operations Centers	
FlowName: traffic information coordination	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: Other Cities in Washington County Traffic Operations Centers	

TransPort Regional ITS Architecture

FlowName: environmental sensors control	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: Other Cities in Washington County Traffic Signals and Field Devices	
FlowName: roadway information system data	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: Other Cities in Washington County Traffic Signals and Field Devices	
FlowName: signal control data	Status: Existing	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: Other Cities in Washington County Traffic Signals and Field Devices	
FlowName: speed monitoring control	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: Other Cities in Washington County Traffic Signals and Field Devices	
FlowName: traffic sensor control	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: Other Cities in Washington County Traffic Signals and Field Devices	
FlowName: video surveillance control	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: Other Cities in Washington County Traffic Signals and Field Devices	
FlowName: traffic archive data	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: Portland State University PORTAL Data Warehouse	
FlowName: event confirmation	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: Special Event Promoters	
FlowName: emergency plan coordination	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network status assessment	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: Statewide Emergency Services System	
FlowName: road network conditions	Status: Programmed	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: TATII Message Broker	
FlowName: environmental sensors control	Status: Planned	In Regional Architecture
Source: Washington County Traffic Operations Center	Destination: Washington County Traffic Signals and Field Devices	
FlowName: signal control status	Status: Planned	In Regional Architecture
Source: Washington County Traffic Signals and Field Devices	Destination: City of Beaverton Traffic Operations Center	
FlowName: traffic flow	Status: Planned	In Regional Architecture
Source: Washington County Traffic Signals and Field Devices	Destination: City of Beaverton Traffic Operations Center	

TransPort Regional ITS Architecture

FlowName: traffic images	Status: Planned	In Regional Architecture
Source: Washington County Traffic Signals and Field Devices	Destination: City of Beaverton Traffic Operations Center	
FlowName: environmental conditions data	Status: Planned	In Regional Architecture
Source: Washington County Traffic Signals and Field Devices	Destination: Washington County Traffic Operations Center	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: WSDOT Regional Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: emergency traffic control information	Status: Existing/Pla	In Regional Architecture
Source: WSDOT Regional Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: incident information	Status: Existing	In Regional Architecture
Source: WSDOT Regional Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: resource deployment status	Status: Existing	In Regional Architecture
Source: WSDOT Regional Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: road network conditions	Status: Existing	In Regional Architecture
Source: WSDOT Regional Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: WSDOT Regional Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: traffic images	Status: Existing	In Regional Architecture
Source: WSDOT Regional Traffic Operations Center	Destination: 911 Dispatch Centers	
FlowName: road network conditions	Status: Planned	In Regional Architecture
Source: WSDOT Regional Traffic Operations Center	Destination: Broadcast Media for Portland/Vancouver Area	
FlowName: transit incident information	Status: Planned	In Regional Architecture
Source: WSDOT Regional Traffic Operations Center	Destination: Broadcast Media for Portland/Vancouver Area	
FlowName: traveler information for media	Status: Planned	In Regional Architecture
Source: WSDOT Regional Traffic Operations Center	Destination: Broadcast Media for Portland/Vancouver Area	
FlowName: emergency plan coordination	Status: Existing/Pla	In Regional Architecture
Source: WSDOT Regional Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency routes	Status: Planned	In Regional Architecture
Source: WSDOT Regional Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: emergency traffic control information	Status: Planned	In Regional Architecture
Source: WSDOT Regional Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: incident information	Status: Planned	In Regional Architecture
Source: WSDOT Regional Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: resource deployment status	Status: Planned	In Regional Architecture
Source: WSDOT Regional Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: road network conditions	Status: Existing	In Regional Architecture
Source: WSDOT Regional Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: road network status assessment	Status: Existing/Pla	In Regional Architecture
Source: WSDOT Regional Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	

TransPort Regional ITS Architecture

FlowName: traffic control coordination	Status: Existing/Pla	In Regional Architecture
Source: WSDOT Regional Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic images	Status: Existing/Pla	In Regional Architecture
Source: WSDOT Regional Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: traffic information coordination	Status: Existing/Pla	In Regional Architecture
Source: WSDOT Regional Traffic Operations Center	Destination: ODOT Traffic Management Operations Center	
FlowName: yellow pages information	Status: Planned	In Regional Architecture
Source: Yellow Pages Service Providers	Destination: Personal Vehicles (Public at Large)	
FlowName: yellow pages information	Status: Planned	In Regional Architecture
Source: Yellow Pages Service Providers	Destination: User Devices	

APPENDIX L: TURBO ARCHITECTURE OPERATIONAL CONCEPT REPORT

Operational Concept (Roles & Responsibilities)



Sorted by Stakeholder

TransPort Regional ITS Architecture (Region)

10/28/2005 4:15:39PM

City of Portland

RR Area:Archived Data Management

<i>Roles and Responsibilities</i>	<i>Status</i>
MAINTENANCE: 1) Maintain City of Portland field devices (system detectors, etc.) that provide data to regional data warehouse; 2) Maintain the central traffic signal system server that supports transfer of system detector data (volume, speed and occupancy) to the data warehouse. 3) Maintain communications network infrastructure that supports data transfer to regional data warehouse.	Existing
OPERATIONS: 1) Operate City of Portland ITS field devices and systems that provide data to the regional data warehouse. This includes operating the central traffic signal system server that supports system detectors for several agencies in the region.	Existing
DESIGN: 1) Design projects that support automated data collection (system detectors, etc) on City of Portland roadways in the Portland metropolitan area.	Existing/Planned
SYSTEM DEVELOPMENT & INTEGRATION: 1) Provide ongoing input and recommendations to PSU on system interface from user perspective.	Planned
OPERATIONAL PLANNING: Participate in future plans for upgrades and expansions to the data warehouse interface and data input.	Future

RR Area:Incident Management

<i>Roles and Responsibilities</i>	<i>Status</i>
MAINTENANCE: 1) Maintain field devices on Portland roadways providing traveler information and video; 2) Maintain the central traffic signal system server to support implementation of incident signal timing plans. 3) Maintain traffic signal preemption equipment for emergency vehicles.	Existing
CONSTRUCTION: 1) Manage construction of field devices and communications infrastructure for center-to-center and center-to-field communications on City of Portland facilities; 2) Construct and implement field devices at key locations to support detour route management and traveler information; 3) Construct field devices to monitor critical infrastructure.	Existing/Planned
DESIGN: 1) Contribute to the design of center-to-center requirements that facilitate data and video sharing between the City of Portland and other regional traffic/transit operations centers; 2) Design field devices and systems that support incident management and detour route management.	Existing/Planned
OPERATIONS: 1) Participate in incident response and management by implementing alternate route plans including incident signal timings, posting messages, and monitoring with cameras; 2) Assist local agencies with center-to-center connections to support a coordinated response to incident management; 3) Operate systems and ITS field devices on Portland roadways that alert travelers of detours or alternate routes.	Existing/Planned
SYSTEM DEVELOPMENT & INTEGRATION: 1) Participate in Implementation of center-to-center connections required for coordination with local emergency management including sharing of congestion and incident information; 2) Develop alternate route maps in GIS. 3) Assist with development and implementation of automated detour route management to provide TMOC operators capability to implement detour route signal timing plans.	Planned
OPERATIONAL PLANNING: 1) Participate in regional incident management planning and the development of interagency agreements for coordinated incident response.	Future

RR Area: Maintenance and Construction Management

<i>Roles and Responsibilities</i>	<i>Status</i>
OPERATIONS: 1) Operate maintenance vehicles and weather monitoring systems and equipment; 2) Manage operations of work zones to enhance safety using PVMS.	Existing/Planned
CONSTRUCTION: 1) Install field devices (weather stations, traffic signal status monitoring) and on-board vehicle equipment that supports and improves maintenance and construction activities.	Existing/Future
DESIGN: 1) Design work zone safety and maintenance coordination requirements and systems; 2) Design maintenance vehicle location and on-board systems; 3) Design weather monitoring and pavement sensor systems.	Existing/Future
MAINTENANCE: 1) Maintain maintenance vehicles and on-board equipment (vehicle tracking); 2) Maintain City of Portland-owned weather stations and pavement sensors.	Existing/Future
SYSTEM DEVELOPMENT & INTEGRATION: 1) Integrate weather monitoring systems with ODOT's weather monitoring system 2) Integrate weather and construction zone traveler information with ODOT's TripCheck.	Planned
OPERATIONAL PLANNING: 1) Participate in regional and Statewide planning to provide construction related information (existing and planned) accessible to the public and operations personnel.	Future

RR Area: Public Transportation Services

<i>Roles and Responsibilities</i>	<i>Status</i>
DESIGN: 1) Design transit signal priority detection equipment at City of Portland traffic signals.	Existing
MAINTENANCE: 1) Maintain transit signal priority detection equipment and signal timings at City of Portland traffic signals.	Existing
CONSTRUCTION: 1) Construct and implement transit signal priority detector (TSP) equipment at City of Portland traffic signals.	Existing/Planned
OPERATIONS: 1) Operate transit signal priority equipment and timings at City of Portland traffic signals; 2) Monitor performance of transit signal priority inputs at traffic signals. Coordinate with TriMet on TSP evaluating TSP performance. 3) Update traffic signal timings at traffic signals with TSP; 4) Operate Streetcar.	Existing/Planned
SYSTEM INTEGRATION & DEVELOPMENT: 1) Participate in traffic signal system upgrades to support automated TSP performance monitoring.	Existing/Planned
OPERATIONAL PLANNING: 1) Coordinate with TriMet to plan future TSP routes and upgrades to add functionality to the TSP system.	Future

RR Area: Regional Traffic Control

<i>Roles and Responsibilities</i>	<i>Status</i>
MAINTENANCE: 1) Maintain traffic control field devices on the City of Portland's facilities; 2) Maintain the central signal system and video monitoring systems at the Portland TOC.	Existing
CONSTRUCTION: 1) Construct and install ITS traffic control field devices on the City of Portland's facilities consistent with the central traffic signal system and regional video monitoring systems and ITS standards.	Existing/Planned
DESIGN: 1) Design ITS traffic control field devices on the City of Portland's facilities consistent with the central traffic signal system and regional video monitoring systems and ITS standards.	Existing/Planned
OPERATIONS: 1) Operate and share control of ITS traffic control field devices (traffic signals and associated timings, video cameras, etc.) on the City of Portland's and ODOT's facilities; 2) Operate the central signal system; 3) Update local and coordinated traffic signal timings. 4) Operate the City of Portland TOC to support operations at the ODOT TMOC. Note: City of Portland TOC is not staffed full time, but can perform back-up function to the ODOT TMOC.	Existing/Planned

RR Area: Regional Traffic Control

<i>Roles and Responsibilities</i>	<i>Status</i>
OPERATIONAL PLANNING: 1) Contribute to planning for field devices, communications, and interagency agreements in the Portland Metropolitan area region. 2) Contribute to planning for a regional traffic management system to support all field devices, except traffic signals, using common protocol.	Future
SYSTEM DEVELOPMENT & INTEGRATION: 1) Implement interfaces between ITS field devices and/or systems using ITS standards to provide one common system interface for all field devices (cameras, traffic signals, message signs, etc).	Future

RR Area: Traveler Information

<i>Roles and Responsibilities</i>	<i>Status</i>
MAINTENANCE: 1) Maintain City of Portland-owned ITS equipment that supports traveler information.	Existing
OPERATIONS: 1) Operate traveler information devices within the City of Portland's jurisdiction; 2) Operate ODOT traveler information devices (message signs) during incidents as a backup to the ODOT TMOC.	Existing
CONSTRUCTION: 1) Construct/install new ITS equipment (e.g. cameras, dynamic message signs, count stations, communications infrastructure) to support traveler information.	Existing/Planned
DESIGN: 1) Design new ITS equipment (e.g. cameras, dynamic message signs, count stations, communications infrastructure) to support traveler information; 2) Provide information in design of regionwide traveler information and congestion information projects.	Existing/Planned
SYSTEM DEVELOPMENT & INTEGRATION: 1) Provide interface to share information with ODOT's TripCheck website. 2) Participate in regional traveler information system planning and integration to support dissemination of arterial traveler information via a variety of medium (TripCheck, 511, PDAs, in-vehicle devices, HAR, City of Portland's website)	Existing/Planned
OPERATIONAL PLANNING: 1) Participate in developing interagency agreements among agencies that provide traveler information in the Portland metropolitan area; 2) Monitor direction of traveler information industry and tailor traveler information for devices most commonly used by the public.	Future

Clackamas County**RR Area: Archived Data Management**

<i>Roles and Responsibilities</i>	<i>Status</i>
CONSTRUCTION: 1) Construct communications network interface with the PSU data warehouse.	Existing/Planned
DESIGN: 1) Design projects that support automated data collection (system detectors, etc) on Clackamas County roadways in the Portland metropolitan area.	Existing/Planned
OPERATIONS: 1) Operate Clackamas County ITS field devices and systems that provide data to the regional data warehouse. This includes operating the Clackamas County portion of the ITS network to support data transfer to PSU. Note: System detector data will be sent to PSU warehouse via the Portland traffic signal system server.	Existing/Planned
MAINTENANCE: 1) Maintain Clackamas County field devices (system detectors, etc.) that provide data to regional data warehouse; 2) Maintain the remote communication server that supports transfer of system detector data (volume, speed and occupancy) to the data warehouse. 3) Maintain communications network infrastructure that supports data transfer to regional data warehouse.	Planned

RR Area:Archived Data Management*Roles and Responsibilities**Status*

OPERATIONAL PLANNING: Participate in future plans for upgrades and expansions to the data warehouse interface and data input.

Planned

SYSTEM DEVELOPMENT & INTEGRATION: 1) Provide ongoing input and recommendations to PSU on system interface from user perspective.

Future

RR Area:Incident Management*Roles and Responsibilities**Status*

CONSTRUCTION: 1) Manage construction of field devices and communications infrastructure for center-to-center and center-to-field communications on Clackamas County facilities; 2) Construct and implement field devices at key locations to support detour route management and traveler information; 3) Construct field devices to monitor critical infrastructure.

Planned

DESIGN: 1) Contribute to the design of center-to-center requirements that facilitate data and video sharing between Clackamas County and other regional traffic/transit operations centers; 2) Design field devices and systems that support incident management.

Planned

MAINTENANCE: 1) Maintain field devices on Clackamas County roadways providing traveler information and video; 2) Maintain the remote traffic signal system communication server to support implementation of incident signal timing plans. 3) Maintain traffic signal preemption equipment for emergency vehicles.

Planned

OPERATIONAL PLANNING: 1) Participate in regional incident management planning and the development of interagency agreements for coordinated incident response.

Planned

OPERATIONS: 1) Participate in incident response and management by implementing alternate route plans including incident signal timings, posting messages, and monitoring with cameras; 2) Assist local Cities within Clackamas County with center-to-center connections to support a coordinated response to incident management; 3) Operate systems and ITS field devices on Clackamas County roadways that alert travelers of detours or alternate routes.

Planned

SYSTEM DEVELOPMENT & INTEGRATION: 1) Participate in Implementation of center-to-center connections required for coordination with local emergency management including sharing of congestion and incident information; 2) Develop alternate route maps in GIS. 3) Assist with development and implementation of automated detour route management to provide TMOC operators capability to implement detour route signal timing plans.

Planned

RR Area:Maintenance and Construction Management*Roles and Responsibilities**Status*

MAINTENANCE: 1) Maintain maintenance vehicles and on-board equipment (vehicle tracking); 2) Maintain Clackamas County-owned weather stations and pavement sensors.

Existing/Planned

OPERATIONS: 1) Operate maintenance vehicles and weather monitoring systems and equipment; 2) Manage operations of work zones to enhance safety using PVMS.

Existing/Planned

CONSTRUCTION: 1) Install field devices (weather stations, traffic signal status monitoring) and on-board vehicle equipment that supports and improves maintenance and construction activities.

Planned

DESIGN: 1) Design work zone safety and maintenance coordination requirements and systems; 2) Design maintenance vehicle location and on-board systems; 3) Design weather monitoring and pavement sensor systems.

Planned

OPERATIONAL PLANNING: 1) Participate in regional and Statewide planning to provide construction related information (existing and planned) accessible to the public and operations personnel.

Planned

SYSTEM DEVELOPMENT & INTEGRATION: 1) Integrate weather monitoring systems with ODOT's weather monitoring system 2) Integrate weather and construction zone traveler information with ODOT's TripCheck.

Planned

RR Area:Public Transportation Services

<i>Roles and Responsibilities</i>	<i>Status</i>
CONSTRUCTION: 1) Construct and implement transit signal priority detector (TSP) equipment at Clackamas County traffic signals.	Planned
DESIGN: 1) Design transit signal priority detection equipment at Clackamas County traffic signals.	Planned
MAINTENANCE: 1) Maintain transit signal priority detection equipment and signal timings at Clackamas County traffic signals.	Planned
OPERATIONAL PLANNING: 1) Coordinate with TriMet to plan future TSP routes and upgrades to add functionality to the TSP system.	Planned
OPERATIONS: 1) Operate transit signal priority equipment and timings at Clackamas County traffic signals; 2) Monitor performance of transit signal priority inputs at traffic signals. Coordinate with TriMet on TSP evaluating TSP performance. 3) Update traffic signal timings at traffic signals with TSP.	Planned
SYSTEM INTEGRATION & DEVELOPMENT: 1) Participate in traffic signal system upgrades to support automated TSP performance monitoring.	Planned

RR Area:Regional Traffic Control

<i>Roles and Responsibilities</i>	<i>Status</i>
MAINTENANCE: 1) Maintain traffic control field devices on Clackamas County roadways; 2) Maintain the remote communication server and video monitoring systems at the Clackamas County TOC.	Existing
CONSTRUCTION: 1) Construct and install ITS traffic control field devices on Clackamas County roadways consistent with the central traffic signal system and regional video monitoring systems and ITS standards.	Existing/Planned
DESIGN: 1) Design ITS traffic control field devices on Clackamas County roadways consistent with the central traffic signal system and regional video monitoring systems and ITS standards.	Existing/Planned
OPERATIONS: 1) Operate and control ITS traffic control field devices (traffic signals and associated timings, video cameras, etc.) on Clackamas County roadways; 2) Operate the remote traffic signal system communication server; 3) Update local and coordinated traffic signal timings. 4) Operate the Clackamas County TOC to support operations at the ODOT TMO and the City of Portland TMC. Note: Clackamas County TOC is not staffed full time, but can perform some back-up functions to the ODOT TMO and City of Portland TMC.	Existing/Planned
SYSTEM DEVELOPMENT & INTEGRATION: 1) Implement interfaces between ITS field devices and/or systems using ITS standards.	Planned
OPERATIONAL PLANNING: 1) Contribute to planning for field devices, communications, and interagency agreements in the Portland-Vancouver region. 2) Contribute to planning for a regional traffic management system to support all field devices except traffic signals using common protocol.	Future

RR Area:Traveler Information

<i>Roles and Responsibilities</i>	<i>Status</i>
CONSTRUCTION: 1) Construct/install new ITS equipment (e.g. cameras, dynamic message signs, count stations, communications infrastructure) to support traveler information.	Existing/Planned
DESIGN: 1) Design new ITS equipment (e.g. cameras, dynamic message signs, count stations, communications infrastructure) to support traveler information; 2) Provide information in design of regionwide traveler information projects.	Existing/Planned
MAINTENANCE: 1) Maintain Clackamas County-owned ITS equipment that supports traveler information.	Existing/Planned

RR Area:Traveler Information*Roles and Responsibilities**Status*

OPERATIONS: 1) Operate traveler information devices within Clackamas County's jurisdiction; 2) Coordinate ODOT traveler information devices (message signs) during incidents as a backup to the ODOT TMOC; 3) Operate Clackamas County website with traveler information and construction zone information.

Planned

SYSTEM DEVELOPMENT & INTEGRATION: 1) Provide interface to share information with ODOT's TripCheck website. 2) Participate in regional traveler information system planning and integration to support dissemination of arterial traveler information via a variety of medium (TripCheck, 511, PDAs, in-vehicle devices, HAR)

Planned

OPERATIONAL PLANNING: 1) Participate in developing interagency agreements among agencies that provide traveler information in the Portland metropolitan area; 2) Monitor direction of traveler information industry and tailor traveler information for devices most commonly used by the public.

Future

Multnomah County**RR Area:Archived Data Management***Roles and Responsibilities**Status*

DESIGN: 1) Design projects that support automated data collection on Multnomah County roadways in the Portland metropolitan area.

Existing/Planned

MAINTENANCE: 1) Maintain County devices/systems that provide data to regional data warehouse; 2) Maintain communications network infrastructure that supports data transfer to regional data warehouse.

Existing/Planned

OPERATIONS: 1) Operate Multnomah County ITS field devices and systems that provide data to the regional data warehouse.

Existing/Planned

CONSTRUCTION: 1) Construct communications network interface with the PSU data warehouse.

Planned

SYSTEM DEVELOPMENT & INTEGRATION: 1) Provide ongoing input and recommendations to PSU on system interface from user perspective.

Planned

OPERATIONAL PLANNING: Participate in future plans for upgrades and expansions to the data warehouse interface and data input.

Future

RR Area:Incident Management*Roles and Responsibilities**Status*

CONSTRUCTION: 1) Manage construction of field devices and communications infrastructure for center-to-center communications on Multnomah County facilities; 2) Construct and implement field devices at key locations to support detours and alternate route notification; 3) Construct field devices to maintain critical infrastructure.

Planned

DESIGN: 1) Contribute to the design of center-to-center requirements that facilitate data and video sharing between Multnomah County and other regional traffic/transit operations centers; 2) Design field devices and systems that support incident management.

Planned

MAINTENANCE: 1) Maintain field devices and systems providing data and video; 2) Maintain traffic signal preemption equipment for emergency vehicles.

Planned

OPERATIONS: 1) Participate in incident response as needed and as defined by interagency agreements; 2) Assist local agencies with center-to-center connections; 3) Operate systems and ITS field devices that alert travelers of detours or alternate routes.

Planned

SYSTEM DEVELOPMENT & INTEGRATION: 1) Implement center-to-center connections required for coordination with local emergency management; 2) Assist local agencies with center-to-center connections; 3) Develop alternate route maps in GIS.

Planned

OPERATIONAL PLANNING: 1) Participate in regional incident management planning and the development of interagency agreements for coordinated incident response.

Future

RR Area: Maintenance and Construction Management

<i>Roles and Responsibilities</i>	<i>Status</i>
OPERATIONS: 1) Manage operations of work zones to enhance safety.	Existing/Planned
DESIGN: 1) Design work zone safety and maintenance coordination requirements and systems; 2) Design weather monitoring and pavement sensor systems.	Planned
MAINTENANCE: 1) Maintain weather monitoring and pavement sensor systems.	Planned
CONSTRUCTION: 1) Install field devices and on-board vehicle equipment that supports and improves maintenance and construction activities.	Future
OPERATIONAL PLANNING: 1) Contribute to regional planning to provide information and coordination about maintenance and construction activities within the Portland-Vancouver metropolitan area.	Future
SYSTEM DEVELOPMENT & INTEGRATION: 1) Integrate weather monitoring systems with other agencies and develop a coordinated method of information dissemination to travelers and maintenance personnel.	Future

RR Area: Public Transportation Services

<i>Roles and Responsibilities</i>	<i>Status</i>
CONSTRUCTION: 1) Construct and implement transit signal priority installations on Multnomah County facilities.	Planned
DESIGN: 1) Participate in the design of transit signal priority with Multnomah County traffic signals.	Planned
MAINTENANCE: 1) Maintain transit signal priority interfaces at Multnomah County traffic signals.	Planned
OPERATIONAL PLANNING: 1) Coordinate with TriMet for regional transit priority route planning.	Planned
OPERATIONS: 1) Operate transit signal priority detection equipment on Multnomah County facilities; 2) Periodically update traffic signal timings at traffic signals with transit interfaces.	Planned
SYSTEM INTEGRATION & DEVELOPMENT: 1) Implement interfaces between Multnomah County field devices and/or systems and transit equipment.	Planned

RR Area: Regional Traffic Control

<i>Roles and Responsibilities</i>	<i>Status</i>
MAINTENANCE: 1) Maintain traffic control and ITS field devices on Multnomah County's facilities.	Existing
CONSTRUCTION: 1) Construct and install ITS traffic control field devices on Multnomah County's facilities consistent with regional traffic management systems and standard protocols.	Existing/Planned
DESIGN: 1) Design ITS traffic control field devices on Multnomah County's facilities consistent with regional traffic management systems and standard protocols.	Existing/Planned
OPERATIONS: 1) Operate and control ITS traffic control field devices (e.g. traffic signals and associated timings, etc.) on Multnomah County's facilities. 2) Update traffic signal timings.	Existing/Planned
OPERATIONAL PLANNING: 1) Contribute to planning for field devices, communications, and interagency agreements in the Portland-Vancouver region. 2) Contribute to planning for a regional traffic management system to support all field devices except traffic signals using common protocol.	Existing/Future
SYSTEM DEVELOPMENT & INTEGRATION: 1) Implement interfaces between ITS field devices and/or systems to provide one common system interface for all field devices except traffic signals.	Future

RR Area: Traveler Information

<i>Roles and Responsibilities</i>	<i>Status</i>

RR Area: Traveler Information

<i>Roles and Responsibilities</i>	<i>Status</i>
MAINTENANCE: 1) Maintain Multnomah County-owned ITS equipment that supports traveler information.	Existing
CONSTRUCTION: 1) Construct/install new ITS equipment (e.g. cameras, dynamic message signs, count stations, communications infrastructure) to support traveler information.	Existing/Planned
DESIGN: 1) Design traveler information projects; 2) Provide information in design of regionwide traveler information projects.	Existing/Planned
OPERATIONS: 1) Lead operations of traveler information devices within Multnomah County; 2) Update information on traveler information systems in a timely manner.	Existing/Planned
SYSTEM DEVELOPMENT & INTEGRATION: 1) Provide interface to share information with ODOT's TripCheck website.	Planned
OPERATIONAL PLANNING: 1) Participate in developing interagency agreements among agencies that provide traveler information in the Portland-Vancouver region. 2) Monitor direction of traveler information industry and tailor traveler information for devices most commonly used by the public.	Future

Oregon Department of Transportation**RR Area: Archived Data Management**

<i>Roles and Responsibilities</i>	<i>Status</i>
DESIGN: 1) Design projects that support automated data collection on state highways in the Portland metropolitan area.	Existing
MAINTENANCE: 1) Maintain ODOT devices/systems that provide data to regional data warehouse; 2) Maintain communications network infrastructure that supports data transfer to regional data warehouse.	Existing
OPERATIONS: 1) Operate ODOT ITS field devices and systems that provide data to the regional data warehouse.	Existing
SYSTEM DEVELOPMENT & INTEGRATION: 1) Provide ongoing input and recommendations to PSU on system interface from user perspective.	Existing/Planned
OPERATIONAL PLANNING: Participate in future plans for upgrades and expansions to the data warehouse interface and data input.	Future

RR Area: Incident Management

<i>Roles and Responsibilities</i>	<i>Status</i>
MAINTENANCE: 1) Maintain field devices and systems providing data and video; 2) Maintain traffic signal preemption equipment for emergency vehicles; 3) Maintain incident response vehicles.	Existing
CONSTRUCTION: 1) Manage construction of field devices and communications infrastructure for center-to-center communications on ODOT facilities; 2) Construct and implement field devices at key locations to support detours and alternate route notification; 3) Construct field devices to maintain critical infrastructure.	Existing/Planned
DESIGN: 1) Contribute to the design of center-to-center requirements that facilitate data and video sharing between ODOT, Clackamas/Multnomah/Washington County, local cities, the Port, and others; 2) Design field devices and systems that support incident management.	Existing/Planned
OPERATIONAL PLANNING: 1) Participate in regional incident management planning and the development of interagency agreements for coordinated incident response.	Existing/Planned

RR Area: Incident Management*Roles and Responsibilities**Status*

OPERATIONS: 1) Participate in incident response as needed and as defined by interagency agreements; 2) Operate incident response vehicles; 3) Assist local agencies with center-to-center connections; 4) Operate systems and ITS field devices that alert travelers of detours or alternate routes; 5) Interface with mayday service providers.

Existing/Planned

SYSTEM DEVELOPMENT & INTEGRATION: 1) Implement center-to-center connections required for coordination with local emergency management; 2) Assist local agencies with center-to-center connections; 3) Develop alternate route maps in GIS.

Planned

RR Area: Maintenance and Construction Management*Roles and Responsibilities**Status*

OPERATIONS: 1) Operate maintenance vehicles and weather monitoring systems and equipment; 2) Manage operations of work zones to enhance safety.

Existing/Planned

DESIGN: 1) Design work zone safety and maintenance coordination requirements and systems; 2) Design maintenance vehicle on-board systems; 3) Design weather monitoring and pavement sensor systems.

Existing/Future

MAINTENANCE: 1) Maintain maintenance vehicles and on-board equipment; 2) Maintain ODOT-owned weather stations and pavement sensors.

Existing/Future

CONSTRUCTION: 1) Install field devices and on-board vehicle equipment that supports and improves maintenance and construction activities.

Planned

OPERATIONAL PLANNING: 1) Contribute to regional planning to provide information and coordination about maintenance and construction activities within the Portland-Vancouver metropolitan area.

Planned

SYSTEM DEVELOPMENT & INTEGRATION: 1) Integrate weather monitoring systems with other agencies and develop a coordinated method of information dissemination to travelers and maintenance personnel.

Future

RR Area: Public Transportation Services*Roles and Responsibilities**Status*

CONSTRUCTION: 1) Construct and implement transit signal priority installations on ODOT facilities.

Planned

DESIGN: 1) Participate in the design of regional multi-modal projects and transit interfaces (e.g. transit signal priority) with ODOT traffic signals.

Planned

MAINTENANCE: 1) Maintain transit interfaces (e.g. transit signal priority) on ODOT facilities.

Planned

OPERATIONS: 1) Operate transit signal priority equipment on ODOT facilities; 2) Periodically update traffic signal timings at traffic signals with transit interfaces.

Planned

SYSTEM INTEGRATION & DEVELOPMENT: 1) Implement interfaces between ODOT field devices and/or systems and transit equipment.

Planned

OPERATIONAL PLANNING: 1) Coordinate with other agencies for regional multi-modal planning.

Future

RR Area: Regional Traffic Control*Roles and Responsibilities**Status*

MAINTENANCE: 1) Maintain traffic control and ITS field devices on ODOT's facilities.

Existing

CONSTRUCTION: 1) Construct and install ITS traffic control field devices on ODOT's facilities consistent with regional traffic management systems and standard protocols.

Existing/Planned

DESIGN: 1) Design ITS traffic control field devices on ODOT's facilities consistent with regional traffic management systems and standard protocols.

Existing/Planned

OPERATIONS: 1) Operate and control ITS traffic control field devices (traffic signals, ramp meters and associated timings, etc.) on ODOT's and PDOT's facilities; 2) Update signal and ramp meter timings.

Existing/Planned

RR Area:Regional Traffic Control

<i>Roles and Responsibilities</i>	<i>Status</i>
OPERATIONAL PLANNING: 1) Contribute to planning for field devices, communications, and interagency agreements in the Portland-Vancouver region. 2) Contribute to planning for a regional traffic management system to support all field devices except traffic signals using common protocol.	Existing/Future
SYSTEM DEVELOPMENT & INTEGRATION: 1) Implement interfaces between ITS field devices and/or systems to provide one common system interface for all field devices except traffic signals.	Future

RR Area:Traveler Information

<i>Roles and Responsibilities</i>	<i>Status</i>
MAINTENANCE: 1) Maintain Portland metropolitan area section of ODOT's statewide TripCheck traveler information website; 2) Maintain ODOT-owned ITS equipment that supports traveler information.	Existing
OPERATIONS: 1) Lead operations of traveler information devices within ODOT's jurisdiction; 2) Update information on traveler information systems in a timely manner.	Existing
CONSTRUCTION: 1) Construct/install new ITS equipment (e.g. cameras, dynamic message signs, count stations, communications infrastructure) to support traveler information.	Existing/Planned
DESIGN: 1) Design traveler information projects; 2) Provide information in design of regionwide traveler information projects.	Existing/Planned
SYSTEM DEVELOPMENT & INTEGRATION: 1) Provide interface to share information with ODOT's TripCheck website.	Existing/Planned
OPERATIONAL PLANNING: 1) Participate in developing interagency agreements among agencies that provide traveler information in the Portland-Vancouver region. 2) Monitor direction of traveler information industry and tailor traveler information for devices most commonly used by the public.	Existing/Future

Port of Portland**RR Area:Archived Data Management**

<i>Roles and Responsibilities</i>	<i>Status</i>
MAINTENANCE: 1) Maintain Port of Portland devices/systems that provide data to the PDX warehouse and the regional data warehouse; 2) Maintain communications network infrastructure that supports data transfer to the PDX warehouse and the regional data warehouse.	Existing
OPERATIONS: 1) Operate Port of Portland ITS field devices and systems that provide data to the PDX warehouse and the regional data warehouse.	Existing
DESIGN: 1) Design projects that support automated data collection (count stations, parking management) for Port of Portland devices/systems.	Existing/Planned
CONSTRUCTION: 1) Deploy communications network necessary for PDX's archived data collection and management system; 2) Construct ITS communications network interface with the PSU data warehouse.	Planned
SYSTEM DEVELOPMENT & INTEGRATION: 1) Develop archived data collection and management system for PDX systems (ITS Project #PDX-9); 2) Provide ongoing input and recommendations to PSU on system interface from user perspective.	Planned
OPERATIONAL PLANNING: Participate in future plans for upgrades and expansions to the PSU data warehouse interface and data input.	Future

RR Area:Incident Management

<i>Roles and Responsibilities</i>	<i>Status</i>

RR Area: Incident Management

<i>Roles and Responsibilities</i>	<i>Status</i>
MAINTENANCE: 1) Maintain field devices, monitoring systems, traveler information systems and the security management center at Port facilities.	Existing
CONSTRUCTION: 1) Manage construction of field devices and communications infrastructure for center-to-center communications on Port of Portland facilities; 2) Construct and implement field devices on Port roadways that support detour route management (e.g. message signs and cameras); 3) Construct security monitoring devices at Port facilities.	Existing/Planned
DESIGN: 1) Contribute to the design of center-to-center requirements that facilitate data and video sharing between the Port of Portland and other regional traffic/transit operations centers; 2) Design field devices and systems on Port roadways that support incident management including message signs and security monitoring.	Existing/Planned
OPERATIONS: 1) Participate in coordinated incident response to Port facilities and roadways; 2) Operate Port Security management center to support incident response on Port facilities and roadways 3) Operate traveler information systems (message signs, Port website and advisory radio) to alert travelers of incidents at Port facilities.	Existing/Planned
SYSTEM DEVELOPMENT & INTEGRATION: 1) Implement center-to-center connections required for coordination with local emergency management 2) Participate in regional dispatch agency integration program (PDCC).	Planned
OPERATIONAL PLANNING: 1) Participate in regional incident management planning and the development of interagency agreements for coordinated incident response.	Future

RR Area: Maintenance and Construction Management

<i>Roles and Responsibilities</i>	<i>Status</i>
MAINTENANCE: 1) Maintain Port of Portland-owned weather stations and pavement sensors.	Existing
OPERATIONS: 1) Operate weather monitoring systems and equipment.	Existing
CONSTRUCTION: 1) Install weather monitoring systems that support and improve maintenance activities and provide traveler information.	Existing/Planned
DESIGN: 1) Design weather monitoring and pavement sensor systems to monitor Port roadways and facilities.	Existing/Planned
OPERATIONAL PLANNING: 1) Contribute to regional planning for a common traveler information system to provide information and coordination about maintenance and construction activities within the Portland metropolitan area.	Planned

RR Area: Regional Traffic Control

<i>Roles and Responsibilities</i>	<i>Status</i>
MAINTENANCE: 1) Maintain ITS field devices (cameras, message signs, parking management) on the Port of Portland's facilities.	Existing
OPERATIONS: 1) Operate and control ITS field devices (cameras, message signs, and parking management) on the Port of Portland's facilities.	Existing
CONSTRUCTION: 1) Construct and install ITS field devices (cameras, message signs, parking management) on the Port of Portland's facilities consistent with ITS protocols.	Existing/Planned
DESIGN: 1) Design ITS traffic control field devices (cameras, message signs, and parking management) on the Port of Portland's facilities consistent with regional traffic management systems and ITS standards.	Existing/Planned
SYSTEM DEVELOPMENT & INTEGRATION: 1) Implement software management systems to support video monitoring, message signs, and count stations.	Existing/Planned
OPERATIONAL PLANNING: 1) Contribute to planning for shared field devices, communications, and interagency agreements in the Portland metropolitan areas.	Planned

RR Area: Traveler Information

RR Area:Traveler Information

<i>Roles and Responsibilities</i>	<i>Status</i>
MAINTENANCE: 1) Maintain PDX's traveler information website and links to TripCheck, WSDOT's website, and TriMet's website; 2) Maintain Port of Portland-owned ITS equipment that supports traveler information.	Existing
OPERATIONS: 1) Operate traveler information devices within the Port of Portland's jurisdiction. 2) Provide primary dissemination of traveler information at Port facilities. ODOT may act as a secondary resource for Port traveler information via the TripCheck website and/or ODOT dynamic messages signs.	Existing
CONSTRUCTION: 1) Construct/install new ITS equipment (e.g. traveler information kiosks, cameras, dynamic message signs, count stations, HAR, parking management and communications infrastructure) to support traveler information.	Existing/Planned
DESIGN: 1) Design traveler information projects including parking management, message signs, weather stations, etc.)	Existing/Planned
SYSTEM DEVELOPMENT & INTEGRATION: 1) Provide interface to share Port traveler information with TATII and WSDOT's traveler information website for the Vancouver area.	Planned
OPERATIONAL PLANNING: 1) Participate in developing interagency agreements among agencies that provide traveler information in the Portland metropolitan area. 2) Monitor direction of traveler information industry and tailor traveler information for devices most commonly used by the public.	Future

Portland Dispatch Center Consortium**RR Area:Archived Data Management**

<i>Roles and Responsibilities</i>	<i>Status</i>
OPERATIONS: 1) Operate dispatch systems that provide roadway incident data to ODOT that will be stored in the regional data warehouse.	Existing
CONSTRUCTION: 1) Construct the PDCC message broker; 2) Construct a communications interface between PDCC member agencies and the PDCC message broker.	Programmed
DESIGN: 1) Design an interface with ODOT that supports automated data collection (roadway incident data) on roadways in the Portland metropolitan area.	Programmed
MAINTENANCE: 1) Maintain the PDCC message broker; 2) Maintain communications infrastructure that supports data transfer to the PDCC message broker.	Programmed
SYSTEM DEVELOPMENT & INTEGRATION: 1) Provide ongoing input and recommendations to ODOT on system interface and data security from the user perspective.	Programmed
OPERATIONAL PLANNING: 1) Participate in future plans for upgrades and expansions to the PDCC message broker interface with ODOT and data input.	Planned

RR Area:Incident Management

<i>Roles and Responsibilities</i>	<i>Status</i>
MAINTENANCE: 1) Maintain the PDCC message broker; 2) Maintain the communication interface between each dispatch center and the PDCC message broker; 3) Maintain CAD systems at each dispatch center.	Existing/Programmed
OPERATIONS: 1) Operate the PDCC message broker; 2) Operate CAD systems at each dispatch center.	Existing/Programmed
DESIGN: 1) Contribute to the design of the PDCC message broker and CAD system integration; 2) Contribute to the design of center-to-center requirements that facilitate data and video sharing between dispatch centers and regional traffic/transit operations centers.	Existing/Planned

RR Area: Incident Management*Roles and Responsibilities**Status*

SYSTEM DEVELOPMENT & INTEGRATION: 1) Develop PDCC message broker and center-to-center connections for coordination with regional traffic/transit management.

Programmed

CONSTRUCTION: 1) Manage construction of PDCC message broker and CAD system integration; 2) Manage construction of communications infrastructure for center-to-center communications at dispatch centers.

Planned

OPERATIONAL PLANNING: 1) Participate in regional incident management planning and the development of interagency agreements for coordinated incident response.

Future

TriMet**RR Area: Archived Data Management***Roles and Responsibilities**Status*

DESIGN: 1) Design projects that support automated data collection (ridership, fares, travel times, etc.) on the TriMet fleet.

Existing/Planned

MAINTENANCE: 1) Maintain TriMet systems that provide data to the TriMet Enterprise Database; 2) Maintain TriMet's portion of the communications network infrastructure that supports data transfer to the TriMet Enterprise Database and to the regional data warehouse at PSU.

Existing/Planned

OPERATIONS: 1) Operate TriMet systems that provide data to the TriMet Enterprise Database. This includes operating the TriMet portion of the ITS network to support data transfer to PSU.

Existing/Planned

CONSTRUCTION: 1) Construct communications network interface between the TriMet Enterprise Database and the PSU data warehouse.

Planned

SYSTEM DEVELOPMENT & INTEGRATION: 1) Provide ongoing input and recommendations to PSU on system interface from user perspective.

Planned

OPERATIONAL PLANNING: 1) Participate in future plans for upgrades and expansions to the PSU data warehouse interface and data input; 2) Upgrade and expand TriMet Enterprise Database.

Future

RR Area: Incident Management*Roles and Responsibilities**Status*

MAINTENANCE: 1) Maintain TriMet systems that provide traveler information; 2) Maintain bus probes on fixed-route fleet; 3) Maintain cameras on transit fleet and platforms.

Existing

OPERATIONS: 1) Operate transit systems that alert travelers of detours or alternate routes for transit; 2) Operate bus probes on fixed-route transit fleet; 3) Operate security cameras on transit fleet.

Existing

CONSTRUCTION: 1) Manage construction of field devices and communications infrastructure for center-to-center and center-to-field communications on TriMet facilities/fleet; 2) Construct field devices to monitor TriMet infrastructure.

Existing/Planned

DESIGN: 1) Contribute to the design of center-to-center requirements that facilitate data and video sharing between TriMet and other regional traffic/transit operations centers; 2) Design field/fleet devices/systems (bus probes, video) that support incident management.

Existing/Planned

OPERATIONAL PLANNING: 1) Participate in regional incident management planning and the development of interagency agreements for TriMet support for coordinated incident response; 2) Develop interface with PDCC message brokering system.

Planned

SYSTEM DEVELOPMENT & INTEGRATION: 1) Participate in implementation of center-to-center connections required for coordination with local emergency management including sharing of transit incident information.

Planned

RR Area:Public Transportation Services

<i>Roles and Responsibilities</i>	<i>Status</i>
MAINTENANCE: 1) Maintain TriMet fleet; 2) Maintain transit signal priority devices; 3) Maintain security cameras; 4) Maintain GPS and AVL; 5) Maintain on-board systems (automated passenger counts, automated stop announcements).	Existing
OPERATIONS: 1) Operate/manage dispatch for TriMet routes throughout the Portland metropolitan region; 2) Operate/manage dispatch for City of Portland street car and aerial tram; 3) Operate transit signal priority emitters on TriMet fleet; 4) Operate GPS and AVL on TriMet fleet; 5) Operate on-board and off-board security cameras; 6) Operate on-board systems (automatic passenger counting, automated stop announcements).	Existing
CONSTRUCTION: 1) Construct and implement ITS transit improvements including: video surveillance cameras, automated maintenance applications, electronic payment services, and traveler information systems.	Existing/Planned
DESIGN: 1) Design ITS transit systems (e.g. surveillance, traveler information, electronic payment, on-board systems).	Existing/Planned
SYSTEM INTEGRATION & DEVELOPMENT: 1) Implement transit signal priority interfaces between TriMet buses and regional traffic signals.	Existing/Planned
OPERATIONAL PLANNING: 1) Work with the City of Portland to identify potential improvements to operate and manage transit signal priority.	Planned

RR Area:Traveler Information

<i>Roles and Responsibilities</i>	<i>Status</i>
MAINTENANCE: 1) Maintain TriMet-owned ITS equipment that supports traveler information.	Existing
CONSTRUCTION: 1) Construct/install devices/systems (transit tracker via displays, phone, and website, kiosks) that support traveler information pre-trip and en-route.	Existing/Planned
DESIGN: 1) Install devices/systems (transit tracker via displays, phone, and website, kiosks) that support traveler information pre-trip and en-route; 2) Provide information in design of regionwide traveler information projects (e.g. ODOT Regional Trip Planning project).	Existing/Planned
OPERATIONS: 1) Operate transit devices/systems (transit tracker via displays, phone, and website, kiosks) that provide real-time transit information; 2) Support ODOT's Regional Trip Planner.	Existing/Planned
SYSTEM DEVELOPMENT & INTEGRATION: 1) Provide interface to share information with ODOT's Regional Trip Planner website. 2) Participate in regional traveler information system planning and integration to support dissemination of traveler information via a variety of medium (TripCheck, 511, PDA's, in-vehicle devices, HAR).	Planned
OPERATIONAL PLANNING: 1) Participate in developing interagency agreements among agencies that provide traveler information in the Portland metropolitan area; 2) Monitor direction of traveler information industry and tailor traveler information for devices most commonly used by the public.	Future

Washington County**RR Area:Archived Data Management**

<i>Roles and Responsibilities</i>	<i>Status</i>
DESIGN: 1) Design projects that support automated data collection on Washington County roadways in the Portland metropolitan area.	Existing/Planned
CONSTRUCTION: 1) Construct communications network interface with the PSU data warehouse.	Planned

RR Area:Archived Data Management*Roles and Responsibilities**Status*

MAINTENANCE: 1) Maintain Washington County devices/systems that provide data to regional data warehouse; 2) Maintain communications network infrastructure that supports data transfer to regional data warehouse.

Planned

OPERATIONS: 1) Operate Washington County ITS field devices and systems that provide data to the regional data warehouse.

Planned

SYSTEM DEVELOPMENT & INTEGRATION: 1) Provide ongoing input and recommendations to PSU on system interface from user perspective.

Planned

OPERATIONAL PLANNING: Participate in future plans for upgrades and expansions to the data warehouse interface and data input.

Future

RR Area:Incident Management*Roles and Responsibilities**Status*

CONSTRUCTION: 1) Manage construction of field devices and communications infrastructure for center-to-center communications on Washington County facilities; 2) Construct and implement field devices at key locations to support detours and alternate route notification; 3) Construct field devices to maintain critical infrastructure.

Planned

DESIGN: 1) Contribute to the design of center-to-center requirements that facilitate data and video sharing between Washington County and other regional traffic/transit operations centers; 2) Design field devices and systems that support incident management.

Planned

MAINTENANCE: 1) Maintain field devices and systems providing data and video; 2) Maintain traffic signal preemption equipment for emergency vehicles.

Planned

OPERATIONS: 1) Participate in incident response as needed and as defined by interagency agreements; 2) Assist local agencies with center-to-center connections; 3) Operate systems and ITS field devices that alert travelers of detours or alternate routes; 4) Develop incident management signal timing plans.

Planned

SYSTEM DEVELOPMENT & INTEGRATION: 1) Implement center-to-center connections required for coordination with local emergency management; 2) Assist local agencies with center-to-center connections; 3) Develop alternate evacuation route maps in GIS.

Planned

OPERATIONAL PLANNING: 1) Participate in regional incident management planning and the development of interagency agreements for coordinated incident response.

Future

RR Area:Maintenance and Construction Management*Roles and Responsibilities**Status*

MAINTENANCE: 1) Maintain maintenance vehicles and on-board equipment; 2) Maintain Washington County-owned weather stations and pavement sensors.

Existing/Planned

OPERATIONS: 1) Operate maintenance vehicles and weather monitoring systems and equipment; 2) Manage operations of work zones to enhance safety.

Existing/Planned

CONSTRUCTION: 1) Install field devices and on-board vehicle equipment that supports and improves maintenance and construction activities.

Planned

DESIGN: 1) Design work zone safety and maintenance coordination requirements and systems; 2) Design maintenance vehicle location and on-board systems; 3) Design weather monitoring and pavement sensor systems.

Planned

SYSTEM DEVELOPMENT & INTEGRATION: 1) Integrate weather monitoring systems with other agencies and develop a coordinated method of information dissemination to travelers and maintenance personnel.

Planned

OPERATIONAL PLANNING: 1) Contribute to regional planning to provide information and coordination about maintenance and construction activities within the Portland-Vancouver metropolitan area.

Future

RR Area:Public Transportation Services*Roles and Responsibilities**Status*

RR Area:Public Transportation Services

<i>Roles and Responsibilities</i>	<i>Status</i>
CONSTRUCTION: 1) Construct and implement transit signal priority installations on Washington County facilities.	Planned
DESIGN: 1) Participate in the design of transit signal priority at Washington County traffic signals.	Planned
MAINTENANCE: 1) Maintain transit signal priority at Washington County traffic signals.	Planned
OPERATIONAL PLANNING: 1) Coordinate with TriMet for regional transit priority route planning.	Planned
OPERATIONS: 1) Operate transit signal priority detection equipment on Washington County facilities; 2) Periodically update traffic signal timings at traffic signals for transit signal priority.	Planned
SYSTEM INTEGRATION & DEVELOPMENT: 1) Implement interfaces between Washington County field devices and/or systems and transit equipment.	Planned

RR Area:Regional Traffic Control

<i>Roles and Responsibilities</i>	<i>Status</i>
MAINTENANCE: 1) Maintain traffic control and ITS field devices on Washington County's facilities; 2) Maintain the Washington County central signal system server.	Existing
CONSTRUCTION: 1) Construct and install ITS traffic control field devices (cameras, system detectors, weather stations) on Washington County's facilities consistent with regional traffic management systems and standard protocols; 2) Install central signal system server.	Existing/Planned
DESIGN: 1) Design ITS traffic control field devices (cameras, system detectors, weather stations) on Washington County's facilities consistent with regional traffic management systems and standard protocols; 2) Design central signal system server that interfaces with City of Portland's TranSuite server.	Existing/Planned
OPERATIONS: 1) Operate and control ITS traffic control field devices (e.g. traffic signals and associated timings) on Washington County's facilities. 2) Develop and implement traffic signal timings on Washington County Roadways; 3) Operate central signal system server.	Existing/Planned
SYSTEM DEVELOPMENT & INTEGRATION: 1) Implement interfaces between ITS field devices and/or systems to provide one common system interface for all field devices except traffic signals; 2) Provide input to signal system server upgrades.	Existing/Planned
OPERATIONAL PLANNING: 1) Contribute to planning for field devices, communications, and interagency agreements in the Portland-Vancouver region.	Future

RR Area:Traveler Information

<i>Roles and Responsibilities</i>	<i>Status</i>
MAINTENANCE: 1) Maintain Washington County-owned ITS equipment that supports traveler information.	Existing
CONSTRUCTION: 1) Construct/install new ITS equipment (e.g. cameras, dynamic message signs, count stations, communications infrastructure) to support traveler information.	Existing/Planned
DESIGN: 1) Design traveler information projects; 2) Provide information in design of regionwide traveler information projects.	Existing/Planned
OPERATIONS: 1) Lead operations of traveler information devices within Washington County; 2) Update information on traveler information systems in a timely manner.	Existing/Planned
SYSTEM DEVELOPMENT & INTEGRATION: 1) Provide interface to share information with ODOT's TripCheck website.	Planned

RR Area:Traveler Information*Roles and Responsibilities**Status*

OPERATIONAL PLANNING: 1) Participate in developing interagency agreements among agencies that provide traveler information in the Portland-Vancouver region. 2) Monitor direction of traveler information industry and tailor traveler information for devices most commonly used by the public.

Future

Washington State Department of Transportation**RR Area:Archived Data Management***Roles and Responsibilities**Status*

CONSTRUCTION: 1) Construct communications network infrastructure to support data transfer to the data warehouse.

Planned

DESIGN: 1) Design projects that support automated data collection on State Highways in Southwest Washington.

Planned

MAINTENANCE: 1) Maintain WSDOT devices/systems that provide data to regional data warehouse; 2) Maintain communications network infrastructure that supports data transfer to regional data warehouse.

Planned

OPERATIONS: Operate WSDOT ITS field devices and systems that provide data to the regional data warehouse.

Planned

SYSTEM DEVELOPMENT & INTEGRATION: 1) Provide ongoing input and recommendations to RTC on Vancouver area data warehouse. 1) Provide ongoing input and recommendations to PSU on system interface from user perspective.

Planned

OPERATIONAL PLANNING: 1) Participate in future plans for upgrades and expansions to the data warehouse interface and data input.

Future

RR Area:Incident Management*Roles and Responsibilities**Status*

MAINTENANCE: 1) Maintain field devices and systems providing data and video; 2) Maintain traffic signal preemption equipment for emergency vehicles; 3) Maintain incident response vehicles.

Existing

CONSTRUCTION: 1) Manage construction of field devices and communications infrastructure for center-to-center communications on WSDOT facilities; 2) Construct and implement field devices at key locations to support detours and alternate route notification.

Existing/Planned

DESIGN: 1) Contribute to the design of center-to-center requirements that facilitate data and video sharing between ODOT, Clark County, City of Vancouver, City of Camas, C-Tran and others; 2) Design field devices and systems that support incident management.

Existing/Planned

OPERATIONS: 1) Participate in incident response as needed and as defined by interagency agreements; 2) Operate incident response vehicles; 3) Assist local agencies with center-to-center connections; 4) Operate systems and ITS field devices that alert travelers of detours or alternate routes.

Existing/Planned

SYSTEM DEVELOPMENT & INTEGRATION: 1) Implement center-to-center connections required for coordination with local emergency management; 2) Assist local agencies with center-to-center connections; 3) Develop alternate route maps in GIS.

Existing/Planned

OPERATIONAL PLANNING: 1) Participate in regional incident management planning and the development of interagency agreements for coordinated incident response.

Future

RR Area:Regional Traffic Control*Roles and Responsibilities**Status*

MAINTENANCE: 1) Maintain traffic control and ITS field devices on WSDOT's facilities.

Existing

RR Area:Regional Traffic Control*Roles and Responsibilities**Status*

CONSTRUCTION: 1) Construct and install ITS traffic control field devices on WSDOT's facilities consistent with regional traffic management systems and standard protocols.

Existing/Planned

DESIGN: 1) Design ITS traffic control field devices on WSDOT's facilities consistent with regional traffic management systems and standard protocols.

Existing/Planned

OPERATIONS: 1) Operate and control ITS traffic control field devices (traffic signals, ramp meters and associated timings) on WSDOT's facilities. 2) Update signal and ramp meter timings.

Existing/Planned

OPERATIONAL PLANNING: 1) Contribute to planning for field devices, communications, and interagency agreements in the Portland-Vancouver region. 2) Contribute to planning for a regional traffic management system to support all field devices except traffic signals using common protocol.

Existing/Future

SYSTEM DEVELOPMENT & INTEGRATION: Implement interfaces between ITS field devices and/or systems to provide one common system interface for all field devices except traffic signals.

Future

RR Area:Traveler Information*Roles and Responsibilities**Status*

DESIGN: 1) Design traveler information projects; 2) Provide information in design of regionwide traveler information projects; 3) Add the Vancouver area to the WSDOT traveler information website.

Existing/Programmed

MAINTENANCE: 1) Maintain planned Vancouver section of WSDOT's statewide traveler information website; 2) Maintain WSDOT-owned ITS equipment that supports traveler information.

Existing/Programmed

CONSTRUCTION: 1) Construct/install new ITS equipment (e.g. cameras, dynamic message signs, count stations, communications infrastructure) to support traveler information.

Existing/Planned

OPERATIONS: 1) Lead operations of traveler information devices within WSDOT's jurisdiction; 2) Update information on traveler information systems in a timely manner.

Existing/Planned

SYSTEM DEVELOPMENT & INTEGRATION: 1) Provide interface to share information with ODOT's TripCheck website.

Programmed

OPERATIONAL PLANNING: 1) Participate in developing interagency agreements among agencies that provide traveler information in the Portland-Vancouver region. 2) Monitor direction of traveler information industry and tailor traveler information for devices most commonly used by the public.

Future

APPENDIX M: KEY STAKEHOLDER INTERVIEW LIST FOR OPERATIONAL CONCEPT

APPENDIX M: KEY STAKEHOLDER INTERVIEW LIST FOR OPERATIONAL CONCEPT

Agency/Interviewee	Interview Date
ODOT Jack Marchant Dennis Mitchell Richard Santa Ana Edward Anderson Galen McGill	July 18, 2005
WSDOT Chad Hancock Tu Ho	July 14, 2005
Clackamas County Joe Marek Chris Christofferson	July 25, 2005
Multnomah County/City of Gresham Bikram Raghubansh (County) Jim Gelhar (County) Jay McCoy (City)	July 21, 2005
Washington County/City of Beaverton Bob Morast (County) Vaughn Lewis (County) Abbas Shafii (County) Pam Maki (City)	July 25, 2005
City of Portland Bill Kloos Willie Rotich	July 22, 2005
Port of Portland Scott King	July 22, 2005
TriMet Ken Turner Ron White Lisa Yeo	August 9, 2005
Portland Dispatch Center Consortium Bridget Phelan (BOEC)	August 9, 2005

APPENDIX N: CHANGE REQUEST FORM AND CHANGE LOG

TransPort Regional ITS Architecture Change Request Form

To be Filled Out by Change Originator	
Date of Request:	
Title of Change:	
Type of Change:	☐ Stakeholder ☐ Inventory (Subsystems and Terminators) ☐ Services (Market Packages) ☐ Operational Concept ☐ Interfaces (Interconnects/Flows Between Elements) ☐ Standards ☐ Agreements ☐ Project Architecture
Description of Change:	
Reason for Change:	
Originator Information	
 Name:	
 Agency:	
 Telephone:	
 E-Mail:	
To be Filled Out by TransPort	
Change #:	
Change Status:	☐ Approved ☐ Denied
Date of Status Decision:	
Comments:	
Documents Affected:	
Date Architecture Updated:	

TransPort Regional ITS Architecture Change Log

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