

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Concur with Caltrans District 2 Intelligent Transportation System Architecture and Strategic Plan	06/24/08	9

It is recommended that the Board:

1. Receive a presentation from Caltrans regarding the Draft District 2 Intelligent Transportation System (ITS) Architecture and Strategic Plan; and
2. Adopt the attached resolution concurring with the ITS Architecture and Strategic Plan.

SUMMARY

Caltrans has prepared a District 2 Intelligent Transportation System Architecture and Strategic Plan for its seven county area of responsibility. On April 4, 2008, draft copies of the Plan were provided to staff for comments. Revisions were made based on comments and Caltrans is now asking each RTPA to concur with the revised Plan. The final draft document is provided to the Board on a compact disk (CD).

DISCUSSION

ITS is an umbrella term for a range of technologies including processing, control, communication, and electronics that are applied to a transportation system. It also includes an advanced approach to traffic management. Examples in the Plan include: automated safety warning systems, road weather information and sensor systems, public transportation management centers, emergency response systems, geographic information systems, and wireless and wire-line communications networks.

The Caltrans District 2 ITS Architecture is based on the Shasta County Regional ITS Architecture Plan dated February 28, 2006, and adopted by resolution 06-01. The Plan was produced consistent with 23 CFR Part 940. In order for projects to be funded by the Highway Trust Fund and the Mass Transit Account, the Plan must be adopted in order to establish their related eligibility.

The final draft document is over 500 pages and is provided on the enclosed CD. Written instructions to navigate through the CD are attached. Hard copies can be printed for Board members if requested.

ALTERNATIVES

The Board could choose not to concur with the Plan and request additional information. This alternative is not recommended because the Plan is consistent with the Shasta County ITS Architecture previously adopted by the Board.

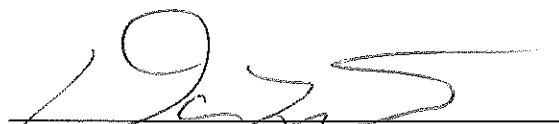
OTHER AGENCY INVOLVEMENT

Stakeholder meetings were held in each County to determine core requirements. Coordination meetings with

Statewide ITS Architecture staff and ITS coordinators from adjacent states of Oregon and Nevada were held. Discussion and interviews with public safety agencies, RTPA staff, lead agencies, social service agencies, emergency service agencies, and other stakeholders were conducted over the last two years. The document has been commented on by all stakeholders and revisions made accordingly.

FINANCING

Concurring with the Plan will increase opportunities to receive federal grants for ITS projects in the region.

A handwritten signature in black ink, appearing to read 'D. Little', is written over a horizontal line.

Daniel S. Little, AICP, Executive Director

DSL/TLH/jac

Attachment: Resolution 08-13
CD of ITS Plan (Board Members Only)
Presentation Outline

RESOLUTION NO. 08-13
ADOPTING THE CALTRANS DISTRICT 2
INTELLIGENT TRANSPORTATION SYSTEMS (ITS)
ARCHITECTURE AND STRATEGIC DEPLOYMENT PLAN

WHEREAS, the Shasta County Regional Transportation Planning Agency (SCRTPA) has actively participated in the development of the Caltrans District 2 ITS Architecture and Strategic Deployment Plan on a County-wide and local level; and

WHEREAS, the Caltrans District 2 Architecture incorporates the Shasta County ITS Plan and is a subset of the California-Oregon Advanced Transportation System (COATS) ITS Architecture.

WHEREAS, section 5206(e) of the Transportation Equity Act for the 21st Century requires that ITS projects to be funded by the Highway Trust Fund and the Mass Transit Account, and affiliated Regional ITS Architectures, must conform to the National ITS Architecture, as well as to USDOT adopted ITS Standards; and

WHEREAS, the Caltrans District 2 ITS Architecture and Strategic Deployment Plan demonstrates that SCRTPA is in compliance with National ITS Architecture and the USDOT adopted ITS Standards in order to be eligible for future Highway Trust Funds and the Mass Transit Account; and

WHEREAS, SCRTPA recognizes that ITS solutions can enhance the safety, throughput, and quality of the Shasta County transportation system; and

WHEREAS, the SCRTPA recognizes the value of coordinating and integrating its ITS solutions with neighboring counties and regions; and

WHEREAS, the SCRTPA is committed to promoting the integration of ITS solutions into future, amenable projects as appropriate; and

WHEREAS, the SCRTPA is committed to updating and maintaining its county-level ITS Project Architecture as new ITS projects are planned, in addition to associated updates at the Caltrans District 2 level, thereby assuring integrity and integration between the Plans.

NOW, THEREFORE, BE IT RESOLVED that the SCRTPA hereby concurs with the Caltrans District 2 ITS Architecture and Strategic Deployment Plan this 24th day of June, 2008.

Norma Connick, Chair
Shasta County Regional
Transportation Planning Agency

Welcome, District 2 Architecture Reviewer.

This compact disc (CD) contains the DRAFT Intelligent Transportation System Architecture and Strategic Deployment Plan for Caltrans District 2, comprising the seven northeastern counties of California.

Your review and comments to this DRAFT document are most appreciated, and they will help us finalize the content, formatting, and user-friendliness of the plan for Caltrans and our partner counties.

When you open this CD you'll notice that each document in the plan is numbered sequentially by a "TAB" number. You should start your review by opening TAB 01, which contains the Table of Contents and cross-references each plan chapter by a TAB number. For example, if you wish to review the Roadway Surveillance Systems chapter and its supporting spreadsheets, interconnect-dataflow diagrams, and/or maps, you should click on those titles starting with TAB 10.

You might also notice that the Interconnect-Dataflow diagrams are provided in two versions (example TAB 12c is presented twice, once in MS Visio version, and once in jpg version). This is to accommodate those reviewers who wish to view the diagram in either version.

The District 2 Architecture is a "living document," and will be changing constantly as ITS needs in the District emerge, change, or are no longer needed. Architecture maintenance is an ongoing activity surrounding this plan.

Finally, it is important to note that this is a DRAFT version of the architecture, intended solely for review and comments on the content, formatting, and information accessibility. It is not the FINAL version. Content timeliness, accuracy, and appropriateness will be determined from this review.

We thank you in advance for your valued attention and constructive feedback. Should you encounter any difficulties in navigating through this CD, or trouble opening any of the files, please contact Pat Carr at Caltrans District 2 at (530) 2250-3238.

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District 2 ITS Architecture Public Presentation Outline

- Intelligent Transportation System (ITS) “means electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.” -- **23 CFR 940.3** –
- **What is an ITS Architecture?**
 - Framework for identifying current and future ITS applications and needs
 - Visioning Document to assist in building an integrated ITS network, interconnecting Caltrans ITS applications and networks with local jurisdiction ITS applications (needs to be consistent)
 - Outline for Deployment of future ITS applications
- **What it is NOT**
 - NOT a funding mechanism
 - NOT an all-encompassing “high tech” report or plan
 - NOT a programming document
 - NOT a technical specification document
- **Why are we doing an ITS Architecture?**
 - Legal Requirement for Regional ITS Architectures to qualify for highway trust-funded ITS projects. (**23 CFR 940.9**)
 - Coordinate Caltrans ITS Deployments with District 2 Counties and other Agencies – coordinated operations and data-sharing
- **How was this Architecture developed?**
 - COATS Region Architecture (includes District 2, District 1, and Counties of southern Oregon) – **1998-present**
 - Meetings and discussions with Caltrans staff from (District 2 ITS Engineer, District 2 Traffic Operations Mgr.)
 - Stakeholder Meetings in District 2 Counties
 - Coordination with Statewide ITS Architecture and ITS Coordinators from other states (Oregon and Nevada)
 - Discussions and Interviews with Public Safety Agencies, RTPA staffs, Lead Agencies, Social Service Agencies, Transit Agencies, Emergency Services Agencies, and other stakeholder representatives
- **Next Steps:**
 - Review and comment by Caltrans Staff, RTPA Staff, and RTPA Board Members by **June 24, 2008**.
 - Final Document approval and signature by District Director, Deputies for Maintenance and Planning, **August 7, 2008**.
 - Concurrence by resolution of local RTPA's by **August 7, 2008**.
 - Completion goal is **August , 2008**