# Appendix B – ITS Inventory Contained in the RAD-IT Database (sorted by stakeholder name)

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| ADOT | ADOT 511 IVR | The interactive voice response (IVR) telephone system providing statewide traveler information for the State of Arizona. The 511 IVR system may include travel time information, construction information, roadway incidents, and special events. | Existing | Transportation Information Center |
| ADOT | ADOT 511 IVR | The interactive voice response (IVR) telephone system providing statewide traveler information for the State of Arizona. The 511 IVR system may include travel time information, construction information, roadway incidents, and special events. | Existing | Traveler Information Voice System |
| ADOT | ADOT 511 Website | ADOT's www.az511.gov website provides statewide traveler information systems for the State of Arizona. The system includes freeway video images, travel time information, and roadway incidents. Public access to the information is provided via the internet. | Existing | Emergency Management Center |
| ADOT | ADOT 511 Website | ADOT's www.az511.gov website provides statewide traveler information systems for the State of Arizona. The system includes freeway video images, travel time information, and roadway incidents. Public access to the information is provided via the internet. | Existing | Maint and Constr Management Center |
| ADOT | ADOT 511 Website | ADOT's www.az511.gov website provides statewide traveler information systems for the State of Arizona. The system includes freeway video images, travel time information, and roadway incidents. Public access to the information is provided via the internet. | Existing | Other Emergency Management Centers |
| ADOT | ADOT 511 Website | ADOT's www.az511.gov website provides statewide traveler information systems for the State of Arizona. The system includes freeway video images, travel time information, and roadway incidents. Public access to the information is provided via the internet. | Existing | Transportation Information Center |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| ADOT | ADOT Asset Management Systems | ADOT Asset Management Systems represent the systems that support decision-making for maintenance, upgrade, and operation of physical transportation assets. Asset management integrates and includes the pavement management systems, bridge management systems, and other systems that inventory and manage the highway infrastructure and other transportation-related assets. The types of assets that are inventoried and managed will vary, and may include the maintenance and construction vehicles and equipment as well as 'soft' assets such as human resources and software. Asset management systems monitor the condition, performance, and availability of the infrastructure and evaluate and prioritize alternative reconstruction, rehabilitation, and maintenance strategies. | Existing | Asset Management System |
| ADOT | ADOT AZ 511 App | ADOT has an official App that provides real time information to travelers about unplanned major events that are impacting traffic so informed decisions can be made to avoid lengthly delays or potentially hazerdous situations. | Existing | Media |
| ADOT | ADOT AZ Crash Information System (ACIS) | ADOT Arizona Crash information System (ACIS - previously FDM Safety Data Mart) is a safety data mart that represents the systems' user's ability to access secure ALISS archived data and geocodes ALISS crash data.. The general interface provided allows a broad range of users (e.g. planners, researchers, analysts, operators) and their systems (e.g. databases, models, analytical tools, user interface devices) to acquire data and analyses results from the archive. The information for this database comes largely from law enforcement agencies throughout the state of Arizona. | Existing | Archived Data User System |
| ADOT | ADOT Communications PIO | Public Information Officers (PIO) communicate real-time information about highway conditions to the traveling public and manage ADOT's social media platforms. PIOs provide oversight to the AZ511 system and can add messages to the Dynamic Message Signs to communicate travel information to the public. | Existing | Emergency Management Center |
| ADOT | ADOT Crash Reporting Information System (CRIS) | The Crash Reporting Information System (CRIS) is both a data archive for ADOT and, much of the information is shared with external database systems. The primary source of data for this database is the State Highway Log (SHL) system. The data is not "real time". The information is used for planning, highway safety projects, etc. CRIS is part of the ADOT Motor Vehicle Division (MVD) Database, and replaces the crash database system formerly known as Accident Location Identification Surveillance System (ALISS). | Existing | Archived Data System |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| ADOT | ADOT Crash Reporting Information System (CRIS) | The Crash Reporting Information System (CRIS) is both a data archive for ADOT and, much of the information is shared with external database systems. The primary source of data for this database is the State Highway Log (SHL) system. The data is not "real time". The information is used for planning, highway safety projects, etc. CRIS is part of the ADOT Motor Vehicle Division (MVD) Database, and replaces the crash database system formerly known as Accident Location Identification Surveillance System (ALISS). | Existing | Emergency Management Center |
| ADOT | ADOT CV Roadside Equipment | This element represents roadside equipment that primarily enables Connected Vehicle applications and functionality. CV Roadside Equipment (RSE) may also facilitate improved autonomous vehicle operations and functionality. CV Roadside Equipment communicates data and information with vehicles in proximity to the equipment. CV Roadside Equipment may also communicate with other pertinent CV Roadside Equipment. Dedicated Short Range Communications (DSRC) is an open-source protocol for wireless communication, similar in some respects to WiFi. DSRC for Connected and Autonomous Vehicle (CAV) operations and applications facilitates highly secure, high-speed, low latency, all-weather wireless communications between vehicles and between vehicles and the infrastructure. The United States Federal Communications Commission (FCC) dedicated bandwidth in the 5.9 GHz radio spectrum to be used for vehicle safety and other mobility applications. Connected Vehicle applications may implement crash avoidance functionality, Transit Signal Priority (TSP), and other safety-sensitive functions. The FCC has also granted a joint request submitted by automotive manufacturers, equipment manufacturers, and state departments of transportation to permit deployment of cellular-vehicle-to-everything (C-V2X) technology in the upper 30 MHz of spectrum in the 5.895-5.925 GHz band. This equipment typically operates from a fixed position and may be permanently deployed, and can also a portable device that is located temporarily in the vicinity of a traffic incident, road construction, or a special event. To achieve full Connected Vehicle functionality, vehicles must be equipped with corresponding on board equipment (OBE). | Planned | Connected Vehicle Roadside Equipment |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| ADOT | ADOT DEOC-Dept EM Ops Center | ADOT's Departmental Emergency Operations Center (DEOC) is used to provide direction and control of ADOT resources during declared emergencies. This function falls under TSM&O Division. They may be activated in support of the state emergency operations center or on its own. It would likely be activated during a large scale, multi day event. This element represents ADOT Emergency Preparedness and Response. (wildfires, major roadway infrastructure failures, large area evacuations, etc.) | Existing | Emergency Management Center |
| ADOT | ADOT DEOC-Dept EM Ops Center | ADOT's Departmental Emergency Operations Center (DEOC) is used to provide direction and control of ADOT resources during declared emergencies. This function falls under TSM&O Division. They may be activated in support of the state emergency operations center or on its own. It would likely be activated during a large scale, multi day event. This element represents ADOT Emergency Preparedness and Response. (wildfires, major roadway infrastructure failures, large area evacuations, etc.) | Existing | Other Emergency Management Centers |
| ADOT | ADOT DEOC-Dept EM Ops Center | ADOT's Departmental Emergency Operations Center (DEOC) is used to provide direction and control of ADOT resources during declared emergencies. This function falls under TSM&O Division. They may be activated in support of the state emergency operations center or on its own. It would likely be activated during a large scale, multi day event. This element represents ADOT Emergency Preparedness and Response. (wildfires, major roadway infrastructure failures, large area evacuations, etc.) | Existing | Other Traffic Management Centers |
| ADOT | ADOT DEOC-Dept EM Ops Center | ADOT's Departmental Emergency Operations Center (DEOC) is used to provide direction and control of ADOT resources during declared emergencies. This function falls under TSM&O Division. They may be activated in support of the state emergency operations center or on its own. It would likely be activated during a large scale, multi day event. This element represents ADOT Emergency Preparedness and Response. (wildfires, major roadway infrastructure failures, large area evacuations, etc.) | Existing | Traffic Management Center |
| ADOT | ADOT Dust Detection Software System | ADOT Dust Detection Software System receives dust detection data from dust detection sensors, processes the data and requests ADOT TOC to post messages to ADOT DMS, Variable Speed Limit signs, and other traveler information systems to warn travelers about the roadway condition. It can also directly post messages on ADOT DMS'. | Existing | Emergency Management Center |

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| ADOT | ADOT Dust Detection Software System | ADOT Dust Detection Software System receives dust detection data from dust detection sensors, processes the data and requests ADOT TOC to post messages to ADOT DMS, Variable Speed Limit signs, and other traveler information systems to warn travelers about the roadway condition. It can also directly post messages on ADOT DMS'. | Existing | Traffic Management Center |
| ADOT | ADOT Dust Detection Software System | ADOT Dust Detection Software System receives dust detection data from dust detection sensors, processes the data and requests ADOT TOC to post messages to ADOT DMS, Variable Speed Limit signs, and other traveler information systems to warn travelers about the roadway condition. It can also directly post messages on ADOT DMS'. | Existing | Weather Service System |
| ADOT | ADOT DUST Detection System | The ADOT Dust Detection System was designed to focus on challenges with visibility hazards caused by blowing dust. The System provides early warning detection for dust using environmental sensor stations with comprehensive sensor array and is equipped with a snapshot CCTV to verify low visibility conditions. If there is high particulate matter, the system triggers an email to the TOC. It also automatically posts a message regarding weather and roadway condition warnings on the DMS. | Existing | ITS Roadway Equipment |
| ADOT | ADOT DUST Detection System | The ADOT Dust Detection System was designed to focus on challenges with visibility hazards caused by blowing dust. The System provides early warning detection for dust using environmental sensor stations with comprehensive sensor array and is equipped with a snapshot CCTV to verify low visibility conditions. If there is high particulate matter, the system triggers an email to the TOC. It also automatically posts a message regarding weather and roadway condition warnings on the DMS. | Existing | Other ITS Roadway Equipment |
| ADOT | ADOT DUST Detection System | The ADOT Dust Detection System was designed to focus on challenges with visibility hazards caused by blowing dust. The System provides early warning detection for dust using environmental sensor stations with comprehensive sensor array and is equipped with a snapshot CCTV to verify low visibility conditions. If there is high particulate matter, the system triggers an email to the TOC. It also automatically posts a message regarding weather and roadway condition warnings on the DMS. | Existing | Weather Service System |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| ADOT | ADOT ECD CVO Administration Center | ECD is a division of ADOT – It utilizes certified peace officers to enforce transportation related laws and regulations. To carry out its functions, Enforcement Services: 1) checks commercial vehicles at fixed ports of entry to the State and through mobile enforcement for credential compliance, weight compliance, and safety laws, including laws relating to the transportation of hazardous materials. 2) They inspect vehicles to ensure they are legally configured and safe to operate, and, 3) they identify stolen vehicles and vehicle parts. They do internal investigations, fraud investigations, etc. ECD has a registration compliance responsibility to monitor how long plates are in the state and they send out a welcome to Arizona letter and send officers out to do follow up to make sure residents are actually residents. The Central Permitting section of ECD has handles the permitting and routing of oversize and overweight loads that travel in Arizona. | Existing | Border Inspection Administration Center |
| ADOT | ADOT ECD CVO Administration Center | ECD is a division of ADOT – It utilizes certified peace officers to enforce transportation related laws and regulations. To carry out its functions, Enforcement Services: 1) checks commercial vehicles at fixed ports of entry to the State and through mobile enforcement for credential compliance, weight compliance, and safety laws, including laws relating to the transportation of hazardous materials. 2) They inspect vehicles to ensure they are legally configured and safe to operate, and, 3) they identify stolen vehicles and vehicle parts. They do internal investigations, fraud investigations, etc. ECD has a registration compliance responsibility to monitor how long plates are in the state and they send out a welcome to Arizona letter and send officers out to do follow up to make sure residents are actually residents. The Central Permitting section of ECD has handles the permitting and routing of oversize and overweight loads that travel in Arizona. | Existing | Commercial Vehicle Administration Center |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| ADOT | ADOT ECD CVO Administration Center | ECD is a division of ADOT – It utilizes certified peace officers to enforce transportation related laws and regulations. To carry out its functions, Enforcement Services: 1) checks commercial vehicles at fixed ports of entry to the State and through mobile enforcement for credential compliance, weight compliance, and safety laws, including laws relating to the transportation of hazardous materials. 2) They inspect vehicles to ensure they are legally configured and safe to operate, and, 3) they identify stolen vehicles and vehicle parts. They do internal investigations, fraud investigations, etc. ECD has a registration compliance responsibility to monitor how long plates are in the state and they send out a welcome to Arizona letter and send officers out to do follow up to make sure residents are actually residents. The Central Permitting section of ECD has handles the permitting and routing of oversize and overweight loads that travel in Arizona. | Existing | CVO Information Requestor Center |
| ADOT | ADOT ECD CVO Administration Center | ECD is a division of ADOT – It utilizes certified peace officers to enforce transportation related laws and regulations. To carry out its functions, Enforcement Services: 1) checks commercial vehicles at fixed ports of entry to the State and through mobile enforcement for credential compliance, weight compliance, and safety laws, including laws relating to the transportation of hazardous materials. 2) They inspect vehicles to ensure they are legally configured and safe to operate, and, 3) they identify stolen vehicles and vehicle parts. They do internal investigations, fraud investigations, etc. ECD has a registration compliance responsibility to monitor how long plates are in the state and they send out a welcome to Arizona letter and send officers out to do follow up to make sure residents are actually residents. The Central Permitting section of ECD has handles the permitting and routing of oversize and overweight loads that travel in Arizona. | Existing | Emergency Management Center |

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| ADOT | ADOT ECD CVO Administration Center | ECD is a division of ADOT – It utilizes certified peace officers to enforce transportation related laws and regulations. To carry out its functions, Enforcement Services: 1) checks commercial vehicles at fixed ports of entry to the State and through mobile enforcement for credential compliance, weight compliance, and safety laws, including laws relating to the transportation of hazardous materials. 2) They inspect vehicles to ensure they are legally configured and safe to operate, and, 3) they identify stolen vehicles and vehicle parts. They do internal investigations, fraud investigations, etc. ECD has a registration compliance responsibility to monitor how long plates are in the state and they send out a welcome to Arizona letter and send officers out to do follow up to make sure residents are actually residents. The Central Permitting section of ECD has handles the permitting and routing of oversize and overweight loads that travel in Arizona. | Existing | Other Emergency Management Centers |
| ADOT | ADOT ECD Dispatch | ADOT ECD Dispatch uses computer-aided dispatch, the records management system, and traffic and criminal software. The team also performs non-law enforcement dispatch for the Traffic Operations Center and partners with other state agencies. ECD Dispatch provides technical and application support statewide for the safety and productivity of customers. The team administers ADOT's Spillman Flex Computer Aided Dispatch (CAD) and Records Management System (RMS). CAD is used to keep employees safe throughout the state by monitoring active incidents and employee activity in ECD's Operations Communications Center and Transportation Systems Management and Operations' Traffic Operations Center. Incident data is fed to the AZ511 system. Spillman Flex RMS is used for completing incident reports, storing citation and arrest data, collecting statistical data, evidence inventory management and auditing, equipment and asset tracking, tracking records requests and more. | Existing | Commercial Vehicle Administration Center |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| ADOT | ADOT ECD Dispatch | ADOT ECD Dispatch uses computer-aided dispatch, the records management system, and traffic and criminal software. The team also performs non-law enforcement dispatch for the Traffic Operations Center and partners with other state agencies. ECD Dispatch provides technical and application support statewide for the safety and productivity of customers. The team administers ADOT's Spillman Flex Computer Aided Dispatch (CAD) and Records Management System (RMS). CAD is used to keep employees safe throughout the state by monitoring active incidents and employee activity in ECD's Operations Communications Center and Transportation Systems Management and Operations' Traffic Operations Center. Incident data is fed to the AZ511 system. Spillman Flex RMS is used for completing incident reports, storing citation and arrest data, collecting statistical data, evidence inventory management and auditing, equipment and asset tracking, tracking records requests and more. | Existing | Emergency Management Center |
| ADOT | ADOT ECD Dispatch | ADOT ECD Dispatch uses computer-aided dispatch, the records management system, and traffic and criminal software. The team also performs non-law enforcement dispatch for the Traffic Operations Center and partners with other state agencies. ECD Dispatch provides technical and application support statewide for the safety and productivity of customers. The team administers ADOT's Spillman Flex Computer Aided Dispatch (CAD) and Records Management System (RMS). CAD is used to keep employees safe throughout the state by monitoring active incidents and employee activity in ECD's Operations Communications Center and Transportation Systems Management and Operations' Traffic Operations Center. Incident data is fed to the AZ511 system. Spillman Flex RMS is used for completing incident reports, storing citation and arrest data, collecting statistical data, evidence inventory management and auditing, equipment and asset tracking, tracking records requests and more. | Existing | Other CV Administration Centers |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| ADOT | ADOT ECD Dispatch | ADOT ECD Dispatch uses computer-aided dispatch, the records management system, and traffic and criminal software. The team also performs non-law enforcement dispatch for the Traffic Operations Center and partners with other state agencies. ECD Dispatch provides technical and application support statewide for the safety and productivity of customers. The team administers ADOT's Spillman Flex Computer Aided Dispatch (CAD) and Records Management System (RMS). CAD is used to keep employees safe throughout the state by monitoring active incidents and employee activity in ECD's Operations Communications Center and Transportation Systems Management and Operations' Traffic Operations Center. Incident data is fed to the AZ511 system. Spillman Flex RMS is used for completing incident reports, storing citation and arrest data, collecting statistical data, evidence inventory management and auditing, equipment and asset tracking, tracking records requests and more. | Existing | Traffic Management Center |
| ADOT | ADOT ECD Operational Communications | ADOT ECD Operational Communications supports law enforcement structured computer-aided dispatch, the records management system, and traffic and criminal software functions. ADOT ECD Operational Communications also supports non-law enforcement dispatch for the Traffic Operations Center and partners with other state agencies. ADOT ECD Operational Communications provides technical and application support statewide for the safety and productivity of internal customers and are available 24/7. | Planned | Emergency Management Center |
| ADOT | ADOT ECD Operational Communications | ADOT ECD Operational Communications supports law enforcement structured computer-aided dispatch, the records management system, and traffic and criminal software functions. ADOT ECD Operational Communications also supports non-law enforcement dispatch for the Traffic Operations Center and partners with other state agencies. ADOT ECD Operational Communications provides technical and application support statewide for the safety and productivity of internal customers and are available 24/7. | Planned | Other Emergency Management Centers |

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| ADOT | ADOT ECD Operational Communications | ADOT ECD Operational Communications supports law enforcement structured computer-aided dispatch, the records management system, and traffic and criminal software functions. ADOT ECD Operational Communications also supports non-law enforcement dispatch for the Traffic Operations Center and partners with other state agencies. ADOT ECD Operational Communications provides technical and application support statewide for the safety and productivity of internal customers and are available 24/7. | Planned | Other Traffic Management Centers |
| ADOT | ADOT ECD Operational Communications | ADOT ECD Operational Communications supports law enforcement structured computer-aided dispatch, the records management system, and traffic and criminal software functions. ADOT ECD Operational Communications also supports non-law enforcement dispatch for the Traffic Operations Center and partners with other state agencies. ADOT ECD Operational Communications provides technical and application support statewide for the safety and productivity of internal customers and are available 24/7. | Planned | Traffic Management Center |
| ADOT | ADOT ECD Vehicles | ECD Vehicles are dispatched by ECD and they serve as a policing division of ADOT. They have similar authority as DPS but it is more traffic related for commercial vehicles. | Existing | Emergency Vehicle OBE |
| ADOT | ADOT Electronic Bypass Stations | ADOT electronic bypass systems represent the PrePass system, Drivewyze system, and IRD Truck Screening system for electronic bypass of commercial vehicles. This element includes the both domestic ports of entry and virtual weigh stations that are equipped with these systems. | Existing | Commercial Vehicle Check Equipment |
| ADOT | ADOT Engineering Districts | ADOT is divided into seven districts for construction and maintenance of the roadways: Central, Southwest, Southcentral, Southeast, Northeast, Northcentral and Northwest. This element represents construction and maintenance operations for assets, planning, and deployment of resources for construction, maintenance and workzone administration of projects on the Interstate highways, state highways and projects associated with the regional freeway system and regional transportaiton planning in that area that the office is located. ADOT Construction Vehicles are deployed through these district offices. | Existing | Maint and Constr Management Center |
| ADOT | ADOT Fiber Backbone | ADOT's fiber backbone used to communicate large quantities of data from the field to the transportation center. | Existing | Data Distribution System |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| ADOT | ADOT Fiber Backbone | ADOT's fiber backbone used to communicate large quantities of data from the field to the transportation center. | Existing | ITS Communications Equipment |
| ADOT | ADOT HazMat Response Data Archive | ADOT has a hazardous material incident database that is used by ADOT to track clean up and recovery of all hazardous material incidents on state highways. The database is used for planning and evaluation of hazmat incidents and operations. | Existing | Archived Data System |
| ADOT | ADOT HazMat Response Data Archive | ADOT has a hazardous material incident database that is used by ADOT to track clean up and recovery of all hazardous material incidents on state highways. The database is used for planning and evaluation of hazmat incidents and operations. | Existing | Center |
| ADOT | ADOT HazMat Response Data Archive | ADOT has a hazardous material incident database that is used by ADOT to track clean up and recovery of all hazardous material incidents on state highways. The database is used for planning and evaluation of hazmat incidents and operations. | Existing | Other Archived Data Systems |
| ADOT | ADOT HazMat Response Team | The ADOT HazMat Response Team deals with hazards on transportation systems managed and operated by ADOT. | Existing | Emergency Management Center |
| ADOT | ADOT HazMat Response Team | The ADOT HazMat Response Team deals with hazards on transportation systems managed and operated by ADOT. | Existing | Other Emergency Management Centers |
| ADOT | ADOT HazMat Response Team | The ADOT HazMat Response Team deals with hazards on transportation systems managed and operated by ADOT. | Existing | Other Traffic Management Centers |
| ADOT | ADOT HazMat Response Team | The ADOT HazMat Response Team deals with hazards on transportation systems managed and operated by ADOT. | Existing | Traffic Management Center |
| ADOT | ADOT HPMS Data Archive | A principal responsibility of ADOT's Data Section is administering a federal highway program known as the Highway Performance Monitoring System (HPMS). Required of each state and U.S. territory by FHWA, the HPMS is the national database of highway information. Roadway extent, use, condition and performance data are collected by and for the states and submitted to the FHWA on an annual basis. From a national perspective, the FHWA's primary intent with this program is to provide Congress with a policy tool for major highway legislation and funding decisions. Highway Performance Monitoring System (HPMS) Data Collection is a federal requirement for all functionally classified roads to have current traffic counts (and other info) annually. | Existing | Archived Data System |

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|---|---|---|---|---|
| ADOT | ADOT HPMS Data Archive | A principal responsibility of ADOT's Data Section is administering a federal highway program known as the Highway Performance Monitoring System (HPMS). Required of each state and U.S. territory by FHWA, the HPMS is the national database of highway information. Roadway extent, use, condition and performance data are collected by and for the states and submitted to the FHWA on an annual basis. From a national perspective, the FHWA's primary intent with this program is to provide Congress with a policy tool for major highway legislation and funding decisions. Highway Performance Monitoring System (HPMS) Data Collection is a federal requirement for all functionally classified roads to have current traffic counts (and other info) annually. | Existing | Other Data Sources |
| ADOT | ADOT HPMS Data User System | This element allows access to users throughout the state of Arizona to populate their traffic volume information for planning. This information not real time. | Existing | Archived Data User System |
| ADOT | ADOT Incident Response Unit (IRU) | ADOT Incident Response Unit (IRU) refers to specially equipped vehicles that respond to incidents on the freeways throughout the Phoenix Metro area, providing on-site command and control, portable DMS capability, and more. | Existing | Basic Emergency Vehicle |
| ADOT | ADOT Incident Response Unit (IRU) | ADOT Incident Response Unit (IRU) refers to specially equipped vehicles that respond to incidents on the freeways throughout the Phoenix Metro area, providing on-site command and control, portable DMS capability, and more. | Existing | Emergency Management Center |
| ADOT | ADOT Incident Response Unit (IRU) | ADOT Incident Response Unit (IRU) refers to specially equipped vehicles that respond to incidents on the freeways throughout the Phoenix Metro area, providing on-site command and control, portable DMS capability, and more. | Existing | Maint and Constr Management Center |
| ADOT | ADOT IRU Vehicles | This Element represents IRU vehicles in the field. IRU personnel services range from setting up traffic control to moving vehicles involved in minor crashes to removing debris, and changing flat tires | Existing | Emergency Vehicle OBE |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| ADOT | ADOT ITS Field Equipment | ITS Field Equipment represents the ITS equipment that is distributed on and along the roadway that monitors and controls traffic and monitors and manages the roadway itself. This physical object includes traffic detectors, environmental sensors, traffic signals, highway advisory radios, dynamic message signs (DMS), CCTV cameras and video image processing systems, grade crossing warning systems, variable speed limit signs (VSL), radar speed feedback signs (RFS) and ramp metering systems. Lane management systems and barrier systems that control access to transportation infrastructure such as roadways, bridges and tunnels are also included. This object also provides environmental monitoring including sensors that measure road conditions, surface weather, and vehicle emissions. Work zone systems including work zone surveillance, traffic control, driver warning, and work crew safety systems are also included. | Existing | ITS Roadway Equipment |
| ADOT | ADOT ITS Field Equipment | ITS Field Equipment represents the ITS equipment that is distributed on and along the roadway that monitors and controls traffic and monitors and manages the roadway itself. This physical object includes traffic detectors, environmental sensors, traffic signals, highway advisory radios, dynamic message signs (DMS), CCTV cameras and video image processing systems, grade crossing warning systems, variable speed limit signs (VSL), radar speed feedback signs (RFS) and ramp metering systems. Lane management systems and barrier systems that control access to transportation infrastructure such as roadways, bridges and tunnels are also included. This object also provides environmental monitoring including sensors that measure road conditions, surface weather, and vehicle emissions. Work zone systems including work zone surveillance, traffic control, driver warning, and work crew safety systems are also included. | Existing | Other ITS Roadway Equipment |
| ADOT | ADOT Mainline Detection | Traffic and vehicle sensors owned and operated by ADOT used primarily for monitoring traffic flow conditions on freeways. Data collected includes volumes, speed, and occupancy. Detector technologies include radar, thermal video, loops, ARID, Piezo and Video. | Existing | Connected Vehicle Roadside Equipment |
| ADOT | ADOT Mainline Detection | Traffic and vehicle sensors owned and operated by ADOT used primarily for monitoring traffic flow conditions on freeways. Data collected includes volumes, speed, and occupancy. Detector technologies include radar, thermal video, loops, ARID, Piezo and Video. | Existing | ITS Roadway Equipment |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| ADOT | ADOT Maintenance and Construction Vehicles | This Element represents vehicles owned and operated by ADOT, that are involved in maintenance and construction activities within the ADOT Districts. | Existing | Basic Maint and Constr Vehicle |
| ADOT | ADOT Maintenance and Construction Vehicles | This Element represents vehicles owned and operated by ADOT, that are involved in maintenance and construction activities within the ADOT Districts. | Existing | Maint and Constr Vehicle OBE |
| ADOT | ADOT Maintenance Work Zone Field Equipment | Work zone monitoring and alerting equipment owned by ADOT. | Existing | Connected Vehicle Roadside Equipment |
| ADOT | ADOT Maintenance Work Zone Field Equipment | Work zone monitoring and alerting equipment owned by ADOT. | Existing | Field Maintenance Equipment |
| ADOT | ADOT Maintenance Work Zone Field Equipment | Work zone monitoring and alerting equipment owned by ADOT. | Existing | ITS Roadway Equipment |
| ADOT | ADOT Motor Vehicle Division (MVD) Database | MVD maintains a comprehensive database that stores driver license, vehicle title and registration, and violation information. There are over 160 Authorized Third Parties that access this database and perform MVD related driver license and vehicle transactions on a real time basis. The Arizona Department of Public Safety (DPS) has access to view the driver license database and the vehicle registration database. DPS receives all photos on a regular basis. If a local PD wants to identify someone, they retrieve the photo from DPS.MVD also administers International Registration Plan activities and part of the International Fuel Tax Agreement activities. | Existing | Archived Data System |
| ADOT | ADOT Motor Vehicle Division (MVD) Database | MVD maintains a comprehensive database that stores driver license, vehicle title and registration, and violation information. There are over 160 Authorized Third Parties that access this database and perform MVD related driver license and vehicle transactions on a real time basis. The Arizona Department of Public Safety (DPS) has access to view the driver license database and the vehicle registration database. DPS receives all photos on a regular basis. If a local PD wants to identify someone, they retrieve the photo from DPS.MVD also administers International Registration Plan activities and part of the International Fuel Tax Agreement activities. | Existing | DMV |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| ADOT | ADOT MVD Commercial Vehicle Administration | MVD registers commercial vehicles; much of the population is international based so a portion of the registration for those vehicles is allocated to other jurisdictions through the International Registration Plan (IRP). MVD facilitates motor fuel tax reporting through the International Fuel Tax Agreement. State based commercial vehicle registrations are also conducted by MVD. MVD also issues commercial driver licenses (CDL) and handles the medical certificate issues related to commercial drivers. MVD provides and queries commercial driver license information to and from the Commercial Driver's License Information System (CDLIS) which is maintained by the American Association of Motor Vehicle Administrators (AAMVA). Commercial driver information from across the nation is contained in CDLIS and is available for law enforcement access. | Existing | Commercial Vehicle Administration Center |
| ADOT | ADOT MVD Commercial Vehicle Administration | MVD registers commercial vehicles; much of the population is international based so a portion of the registration for those vehicles is allocated to other jurisdictions through the International Registration Plan (IRP). MVD facilitates motor fuel tax reporting through the International Fuel Tax Agreement. State based commercial vehicle registrations are also conducted by MVD. MVD also issues commercial driver licenses (CDL) and handles the medical certificate issues related to commercial drivers. MVD provides and queries commercial driver license information to and from the Commercial Driver's License Information System (CDLIS) which is maintained by the American Association of Motor Vehicle Administrators (AAMVA). Commercial driver information from across the nation is contained in CDLIS and is available for law enforcement access. | Existing | Fleet and Freight Management Center |
| ADOT | ADOT Rapid Notification System | The ADOT Rapid Notification System is used to contact the public by telephone during times of emergency. Through a reverse 911 system, residents receive a recorded message in English and Spanish notifying them of the nature of the emergency, and what steps they should take to eliminate risks associated with the emergency. Any public safety agency can activate the system, which can be used for emergency incidents that pose a danger to life or property. Potential uses include emergencies such as major fires, floods, public safety threats, hazardous materials spills, police incidents, and endangered children or elderly persons. | Planned | Emergency Management Center |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| ADOT | ADOT Rapid Notification System | The ADOT Rapid Notification System is used to contact the public by telephone during times of emergency. Through a reverse 911 system, residents receive a recorded message in English and Spanish notifying them of the nature of the emergency, and what steps they should take to eliminate risks associated with the emergency. Any public safety agency can activate the system, which can be used for emergency incidents that pose a danger to life or property. Potential uses include emergencies such as major fires, floods, public safety threats, hazardous materials spills, police incidents, and endangered children or elderly persons. | Planned | Traffic Management Center |
| ADOT | ADOT Regional Traffic Operations | ADOT has regional traffic operations resources throughout the state that are responsible for the operation and maintenance of traffic signals, roadway lighting, tunnel lighting, Intelligent Transportation Systems (ITS), and ADOT's Freeway Management System (FMS). There is no transit signal priority but, emergency pre-emption is available in some locations. Additionally, since some ADOT signals are in close proximity to railroad grade crossings, they have timing sequences for train crossings. Note that the ADOT Central District traffic signals are provided for under ADOT System Maintenance element and are not included here. | Existing | Maint and Constr Management Center |
| ADOT | ADOT Regional Traffic Operations | ADOT has regional traffic operations resources throughout the state that are responsible for the operation and maintenance of traffic signals, roadway lighting, tunnel lighting, Intelligent Transportation Systems (ITS), and ADOT's Freeway Management System (FMS). There is no transit signal priority but, emergency pre-emption is available in some locations. Additionally, since some ADOT signals are in close proximity to railroad grade crossings, they have timing sequences for train crossings. Note that the ADOT Central District traffic signals are provided for under ADOT System Maintenance element and are not included here. | Existing | Traffic Management Center |
| ADOT | ADOT Regional Traffic Ops Vehicles | Vehicles located within the regionally defined areas that are used to maintain signals and other field equipment. | Existing | Basic Maint and Constr Vehicle |
| ADOT | ADOT Regional Traffic Ops Vehicles | Vehicles located within the regionally defined areas that are used to maintain signals and other field equipment. | Existing | Maint and Constr Vehicle OBE |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| ADOT | ADOT Roadside Comm Equipment | ADOT roadside communications equipment includes ALL field equipment that communicates information from the roadside to travelers and, from the roadside to the roadside. It includes travel times, truck escape ramps, vehicle speed feedback signs, wrong way detection, signals to support the SPaT system and, other ITS field equipment that supports TM08 for traffic incident management. | Existing | ITS Roadway Equipment |
| ADOT | ADOT Roadside Comm Equipment | ADOT roadside communications equipment includes ALL field equipment that communicates information from the roadside to travelers and, from the roadside to the roadside. It includes travel times, truck escape ramps, vehicle speed feedback signs, wrong way detection, signals to support the SPaT system and, other ITS field equipment that supports TM08 for traffic incident management. | Existing | Wayside Equipment |
| ADOT | ADOT RWIS | Road Weather Information Systems are owned by ADOT throughout the State of Arizona that measure temperature, humidity and wind speed. Some RWIS stations have pavement sensors, either active or passive. Active pavement sensors are liquid filled and determine temperature of the road service to determine if the area will freeze. Each district has access to the RWIS server. The system gathers the information and users must log into the system to view the pictures or weather surface information. This element is both existing and planned. | Existing | ITS Roadway Equipment |
| ADOT | ADOT RWIS | Road Weather Information Systems are owned by ADOT throughout the State of Arizona that measure temperature, humidity and wind speed. Some RWIS stations have pavement sensors, either active or passive. Active pavement sensors are liquid filled and determine temperature of the road service to determine if the area will freeze. Each district has access to the RWIS server. The system gathers the information and users must log into the system to view the pictures or weather surface information. This element is both existing and planned. | Existing | Other ITS Roadway Equipment |
| ADOT | ADOT Service Monitor System for Connected Vehicle | Represents ADOT's center based system that provides monitoring, management and control services necessary to other applications and or devices operating within the Connected Vehicle Environment. These support services enable other applications to provide transportation services. | Planned | Service Monitor System |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| ADOT | ADOT Systems Maintenance | ADOT Systems Maintenance is a Group within the Transportation Systems Management and Operations (TSMO), and responsible for the operations and maintenance of traffic signals, Intelligent Transportation Systems (ITS) statewide and the ADOT Freeway Management System statewide. Regional Traffic Operations assists in troubleshooting and preventative maintenance. ADOT Systems Maintenance do not take care of potholes on the roads. That responsibility belongs to the individual Districts (see ADOT Engineering Districts). | Existing | Maint and Constr Management Center |
| ADOT | ADOT Systems Maintenance | ADOT Systems Maintenance is a Group within the Transportation Systems Management and Operations (TSMO), and responsible for the operations and maintenance of traffic signals, Intelligent Transportation Systems (ITS) statewide and the ADOT Freeway Management System statewide. Regional Traffic Operations assists in troubleshooting and preventative maintenance. ADOT Systems Maintenance do not take care of potholes on the roads. That responsibility belongs to the individual Districts (see ADOT Engineering Districts). | Existing | Traffic Management Center |
| ADOT | ADOT Systems Maintenance Vehicles | ADOT systems maintenance vehicles are used for performing maintenance on signals in ADOT's central district, and on all ITS field equipment throughout the state. | Existing | Basic Maint and Constr Vehicle |
| ADOT | ADOT Systems Maintenance Vehicles | ADOT systems maintenance vehicles are used for performing maintenance on signals in ADOT's central district, and on all ITS field equipment throughout the state. | Existing | Maint and Constr Vehicle OBE |
| ADOT | ADOT TOC and EMC | The ADOT Traffic Operations Center (TOC) is Arizona's traffic management center that monitors traffic conditions throughout the State of Arizona. This element connects to other states surrounding ADOT as an "Other Emergency Management" and "Other Traffic Management" element. The TOC also controls other ITS field equipment, such as CCTV cameras, ramp meters, and dynamic message signs owned by ADOT and all other field equipment. | Existing | Emergency Management Center |
| ADOT | ADOT TOC and EMC | The ADOT Traffic Operations Center (TOC) is Arizona's traffic management center that monitors traffic conditions throughout the State of Arizona. This element connects to other states surrounding ADOT as an "Other Emergency Management" and "Other Traffic Management" element. The TOC also controls other ITS field equipment, such as CCTV cameras, ramp meters, and dynamic message signs owned by ADOT and all other field equipment. | Existing | Other Emergency Management Centers |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| ADOT | ADOT TOC and EMC | The ADOT Traffic Operations Center (TOC) is Arizona's traffic management center that monitors traffic conditions throughout the State of Arizona. This element connects to other states surrounding ADOT as an "Other Emergency Management" and "Other Traffic Management" element. The TOC also controls other ITS field equipment, such as CCTV cameras, ramp meters, and dynamic message signs owned by ADOT and all other field equipment. | Existing | Other Traffic Management Centers |
| ADOT | ADOT TOC and EMC | The ADOT Traffic Operations Center (TOC) is Arizona's traffic management center that monitors traffic conditions throughout the State of Arizona. This element connects to other states surrounding ADOT as an "Other Emergency Management" and "Other Traffic Management" element. The TOC also controls other ITS field equipment, such as CCTV cameras, ramp meters, and dynamic message signs owned by ADOT and all other field equipment. | Existing | Traffic Management Center |
| ADOT | ADOT TOC Data Archive | ADOT TOC Data Archive is the 'Archived Data System' that collects, archives, manages, and distributes data generated from ITS sources owned by ADOT for use in transportation administration, policy evaluation, safety, planning, performance monitoring, program assessment, operations, and research applications. The data received is formatted and tagged with attributes that define the data source, conditions under which it was collected, data transformations, and other information (i.e. meta data) necessary to interpret the data. The archive can fuse ITS generated data with data from non-ITS sources and other archives to generate information products utilizing data from multiple functional areas, modes, and jurisdictions. The archive prepares data products that can serve as inputs to federal, state, and local data reporting systems. The 'Archived Data System' resides within the ADOT TOC and provides focused access to ADOT's data archives. | Existing | Archived Data System |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| ADOT | ADOT TOC Data Archive | ADOT TOC Data Archive is the 'Archived Data System' that collects, archives, manages, and distributes data generated from ITS sources owned by ADOT for use in transportation administration, policy evaluation, safety, planning, performance monitoring, program assessment, operations, and research applications. The data received is formatted and tagged with attributes that define the data source, conditions under which it was collected, data transformations, and other information (i.e. meta data) necessary to interpret the data. The archive can fuse ITS generated data with data from non-ITS sources and other archives to generate information products utilizing data from multiple functional areas, modes, and jurisdictions. The archive prepares data products that can serve as inputs to federal, state, and local data reporting systems. The 'Archived Data System' resides within the ADOT TOC and provides focused access to ADOT's data archives. | Existing | Other Archived Data Systems |
| ADOT | ADOT TOC Data User System | ADOT TOC data user system is the system that users employ to access archived data. The general interface provided allows a broad range of users (e.g. planners, researchers, analysts, operators) and their systems (e.g. databases, models, analytical tools, user interface devices) to acquire data and analyses results from the archive. | Existing | Archived Data User System |
| ADOT | ADOT TOC Traffic Information Center | ADOT TOC transportation information center' collects, processes, stores, and disseminates transportation information to system operators and the traveling public. The physical object can play several different roles in an integrated ITS. In one role, the TIC provides a data collection, fusing, and repackaging function, collecting information from transportation system operators and redistributing this information to other system operators in the region and other TICs. In this information redistribution role, the TIC provides a bridge between the various transportation systems that produce the information and the other TICs and their subscribers that use the information. The second role of a TIC is focused on delivery of traveler information to subscribers and the public at large. Information provided includes basic advisories, traffic and road conditions, transit schedule information, yellow pages information, ride matching information, and parking information. The TIC is commonly implemented as a website or a web-based application service, but it represents any traveler information distribution service. | Existing | Transportation Information Center |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| ADOT | ADOT Truck Parking Availability System (TPAS) | The I-10 Truck Parking Availability System (TPAS) is a technology system that will detect, monitor, and provide real-time truck parking availability information to truck drivers, dispatchers, and other interested stakeholders. Once implemented, the system will monitor and report on the availability of truck parking spaces at public rest areas in California, Arizona, New Mexico, and Texas. The system will utilize roadside dynamic message signs, smartphone and in-cab applications, websites, and other traveler information sites, truck drivers and dispatchers can make informed parking decisions that will help improve safety, efficiency, and mobility, and reduce emissions along the I-10 corridor. | Planned | Parking Area Equipment |
| ADOT | ADOT Truck Parking Availability System (TPAS) | The I-10 Truck Parking Availability System (TPAS) is a technology system that will detect, monitor, and provide real-time truck parking availability information to truck drivers, dispatchers, and other interested stakeholders. Once implemented, the system will monitor and report on the availability of truck parking spaces at public rest areas in California, Arizona, New Mexico, and Texas. The system will utilize roadside dynamic message signs, smartphone and in-cab applications, websites, and other traveler information sites, truck drivers and dispatchers can make informed parking decisions that will help improve safety, efficiency, and mobility, and reduce emissions along the I-10 corridor. | Planned | Parking Management Center |
| ADOT | ADOT Truck Parking Availability System (TPAS) | The I-10 Truck Parking Availability System (TPAS) is a technology system that will detect, monitor, and provide real-time truck parking availability information to truck drivers, dispatchers, and other interested stakeholders. Once implemented, the system will monitor and report on the availability of truck parking spaces at public rest areas in California, Arizona, New Mexico, and Texas. The system will utilize roadside dynamic message signs, smartphone and in-cab applications, websites, and other traveler information sites, truck drivers and dispatchers can make informed parking decisions that will help improve safety, efficiency, and mobility, and reduce emissions along the I-10 corridor. | Planned | Traffic Management Center |
| ADOT | ADOT Truck Parking Equipment | Represents the Truck Parking Availability System (TPAS) Parking Area Equipment for the State of Arizona. It monitors parking lot usage and provides the information to TPAS. | Planned | Parking Area Equipment |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| ADOT | ADOT Virtual Port Technologies | This element represents virtual commercial vehicle screening technologies in the state. The technology, including cameras, weigh-in-motion scales and other in-road sensors have been installed at three of the state's highway rest areas, McGuireville, Canoa Ranch, and Sacaton Rest Areas. The commercial vehicle screening technology promotes safe and expeditious movement of vehicles, allowing ADOT Enforcement and Compliance Division (ECD) and DPS officers to focus on commercial vehicles with weight, credential, and/or safety alerts. This provides reduced traffic congestion and promotes more efficient and effective enforcement efforts. | Existing | Commercial Vehicle Check Equipment |
| ADOT | ADOT WIM Stations | Weigh in Motion (WIM) is the process of weighing a moving roadside vehicle using road sensors and scales. ADOT Enforcement Compliance Division (ECD) administrates the Commercial Vehicle Operations (CVO) WIM for Arizona. This includes pre-pass stations at the national ports-of-entry and weigh stations at interational ports-of-entry; WIM is also used for traffic monitoring and pavement preservation. | Existing | Commercial Vehicle Check Equipment |
| ADOT | ADOT Wrong Way Driver Detection System | ADOT owns and operates the ADOT Wrong Way Driver Detection System. When thermal cameras in the field are tripped by a wrong way driver (WWD), an alert is issued to the ADOT TOC operators. Once a WWD is verified by a TOC operator, the TOC operator activates a Decision Support System (DSS) that automatically changes the relevant DMS signs to warn other drivers and moves CCTV cameras to attempt to follow the WWD. | Existing | ITS Roadway Equipment |
| ADOT | ADOT Wrong Way Driver Detection System | ADOT owns and operates the ADOT Wrong Way Driver Detection System. When thermal cameras in the field are tripped by a wrong way driver (WWD), an alert is issued to the ADOT TOC operators. Once a WWD is verified by a TOC operator, the TOC operator activates a Decision Support System (DSS) that automatically changes the relevant DMS signs to warn other drivers and moves CCTV cameras to attempt to follow the WWD. | Existing | Other Connected Vehicle Roadside Equipment |
| ADOT | ADOT Wrong Way Driver Detection System | ADOT owns and operates the ADOT Wrong Way Driver Detection System. When thermal cameras in the field are tripped by a wrong way driver (WWD), an alert is issued to the ADOT TOC operators. Once a WWD is verified by a TOC operator, the TOC operator activates a Decision Support System (DSS) that automatically changes the relevant DMS signs to warn other drivers and moves CCTV cameras to attempt to follow the WWD. | Existing | Other ITS Roadway Equipment |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| Archive Data Users | Archive Data Users | Any user of archive data products from any archive management system. This may include individual users, computer applications, or modeling systems utilizing the archived data. | Existing | Archived Data User System |
| Arizona Cities and Towns | Cities and Towns Data Archive | The Cities and Town Data Archive is often referred to as the traffic database in cities. It is used primarily to store performance data, road closures, speed, construction activities, and planned events. This database is used to archive all types of traffic data. | Existing | Archived Data System |
| Arizona Cities and Towns | Cities and Towns Data User Systems | Cities and Towns 'Data User Systems' represents the systems users employ to access archived data from all cities and towns in Arizona. The general interface provided allows a broad range of users (e.g. planners, researchers, analysts, operators) and their systems (e.g. databases, models, analytical tools, user interface devices) to acquire data and analyses results from the archive. | Existing | Archived Data User System |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| Arizona Cities and Towns | Cities and Towns EOC-EMC | Cities and Towns Emergency Management Centers and Emergency Ops Centers throughout the state.The 'Emergency Management Center' represents systems that support incident management, disaster response and evacuation, security monitoring, and other security and public safety-oriented ITS applications. It includes the functions associated with fixed and mobile public safety communications centers including public safety call taker and dispatch centers operated by police (including transit police), fire, and emergency medical services. It includes the functions associated with Emergency Operations Centers that are activated at local, regional, state, and federal levels for emergencies and the portable and transportable systems that support Incident Command System operations at an incident. This Center also represents systems associated with towing and recovery, freeway service patrols, HAZMAT response teams, and mayday service providers. It manages sensor and surveillance equipment used to enhance transportation security of the roadway infrastructure (including bridges, tunnels, interchanges, and other key roadway segments) and the public transportation system (including transit vehicles, public areas such as transit stops and stations, facilities such as transit yards, and transit infrastructure such as rail, bridges, tunnels, or bus guideways). It provides security/surveillance services to improve traveler security in public areas not a part of the public transportation system.It monitors alerts, advisories, and other threat information and prepares for and responds to identified emergencies. It coordinates emergency response involving multiple agencies with peer centers. It stores, coordinates, and utilizes emergency response and evacuation plans to facilitate this coordinated response. Emergency situation information including damage assessments, response status, evacuation information, and resource information are shared The Emergency Management Center also provides a focal point for coordination of the emergency and evacuation information that is provided to the traveling public, including wide-area alerts when immediate public notification is warranted.It tracks and manages emergency vehicle fleets using real-time road network status and routing information from the other centers to aid in selecting the emergency vehicle(s) and routes, and works with other relevant centers to tailor traffic control to support emergency vehicle ingress and egress, implementation of special traffic restrictions and closures, evacuation traffic control plans, and other special strategies that adapt the transportation system to better meet the unique demands of an emergency. | Existing | Emergency Management Center |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| Arizona Cities and Towns | Cities and Towns Fiber Backbone | This element represents all city and town main fiber backbones, in which the cities and towns are responsible for and/or planning within their jurisdictional boundaries. | Existing | Data Distribution System |
| Arizona Cities and Towns | Cities and Towns ITS Field Equipment | Cities and Towns 'ITS Roadway Equipment' represents the ITS equipment that is distributed on and along the roadway that monitors and controls traffic and monitors and manages the roadway itself. This physical object includes traffic detectors, environmental sensors, traffic signals, highway advisory radios, dynamic message signs, CCTV cameras and video image processing systems, grade crossing warning systems, and ramp metering systems. Lane management systems and barrier systems that control access to transportation infrastructure such as roadways, bridges and tunnels are also included. This object also provides environmental monitoring including sensors that measure road conditions, surface weather, and vehicle emissions. Work zone systems including work zone surveillance, traffic control, driver warning, and work crew safety systems are also included. | Existing | ITS Roadway Equipment |
| Arizona Cities and Towns | Cities and Towns ITS Field Equipment | Cities and Towns 'ITS Roadway Equipment' represents the ITS equipment that is distributed on and along the roadway that monitors and controls traffic and monitors and manages the roadway itself. This physical object includes traffic detectors, environmental sensors, traffic signals, highway advisory radios, dynamic message signs, CCTV cameras and video image processing systems, grade crossing warning systems, and ramp metering systems. Lane management systems and barrier systems that control access to transportation infrastructure such as roadways, bridges and tunnels are also included. This object also provides environmental monitoring including sensors that measure road conditions, surface weather, and vehicle emissions. Work zone systems including work zone surveillance, traffic control, driver warning, and work crew safety systems are also included. | Existing | Wayside Equipment |
| Arizona Cities and Towns | Cities and Towns MCO Dispatch | Counties, cities and municipal public works divisions that provide maintenance and construction for roadways throughout the State of Arizona. | Existing | Maint and Constr Management Center |
| Arizona Cities and Towns | Cities and Towns MCO Vehicles | Cities and Towns maintenance, construction and signal repair vehicles. | Existing | Basic Maint and Constr Vehicle |
| Arizona Cities and Towns | Cities and Towns MCO Vehicles | Cities and Towns maintenance, construction and signal repair vehicles. | Existing | Maint and Constr Vehicle OBE |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| Arizona Cities and Towns | Cities and Towns Police and Fire Dispatch | Cities and Towns police department and fire department dispatch representings the dispatching function of all cities and towns throughout the state of Arizona, existing and planned. | Existing | Emergency Management Center |
| Arizona Cities and Towns | Cities and Towns Police and Fire Vehicles | Cities and Towns police and fire emergency vehicles. | Existing | Emergency Vehicle OBE |
| Arizona Cities and Towns | Cities and Towns Public Works | Cities and towns public works represents the maintenance division for streets and traffic signals. | Existing | Maint and Constr Management Center |
| Arizona Cities and Towns | Cities and Towns Public Works | Cities and towns public works represents the maintenance division for streets and traffic signals. | Existing | Surface Transportation Weather Service |
| Arizona Cities and Towns | Cities and Towns Public Works Vehicles | Cities and Towns public work vehicles provide maintenance and operations services to the City's public works division. This element represents both existing and planned vehicles and, may include vehicle location and time data source for monitoring vehicle location, time that services required and other maintenance and operations performance measures. | Existing | Basic Maint and Constr Vehicle |
| Arizona Cities and Towns | Cities and Towns Public Works Vehicles | Cities and Towns public work vehicles provide maintenance and operations services to the City's public works division. This element represents both existing and planned vehicles and, may include vehicle location and time data source for monitoring vehicle location, time that services required and other maintenance and operations performance measures. | Existing | Maint and Constr Vehicle OBE |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| Arizona Cities and Towns | Cities and Towns TIC and Website | The Cities and Towns Website represents existing and planned websites. Websites can serve as a transportation information center subsystem and can contain event information, traffic information, maintenance and construction information, and weather information. At the broadest services, this element would serve as a Transportation Information Center' (TIC): collects, processes, stores, and disseminates transportation information to system operators and the traveling public. The physical object can play several different roles in an integrated ITS. In one role, the TIC provides a data collection, fusing, and repackaging function, collecting information from transportation system operators and redistributing this information to other system operators in the region and other TICs. In this information redistribution role, the TIC provides a bridge between the various transportation systems that produce the information and the other TICs and their subscribers that use the information. The second role of a TIC is focused on delivery of traveler information to subscribers and the public at large. Information provided includes basic advisories, traffic and road conditions, transit schedule information, yellow pages information, ride matching information, and parking information. The TIC is commonly implemented as a website or a web-based application service, but it represents any traveler information distribution service. | Existing | Transportation Information Center |
| Arizona Cities and Towns | Cities and Towns TMC-TOC | Cities and Towns Traffic Operations Center (TOC) manages traffic signal operations and may perform other traffic management activities. This ITS element represents all cities and counties existing and planned for in the future. Some cities and towns plan to connect with other local traffic ops centers, including but not limited to, ADOTs statewide TOC, local police, local fire, emergency operations centers and transit services. This element could be existing or planned. | Existing | Traffic Management Center |
| Arizona Cities and Towns | Cities and Towns Train Wayside Alert | Arizona Cities and Towns Train Wayside Alert system represents wayside equipment that sends alerts regarding an approaching train for at grade road crossings. The city of Casa Grande has over 100 trains a day that cross roadways at the same grade as the road. Other existing crossings include Flagstaff, | Existing | Wayside Equipment |
| Arizona Cities and Towns | Cities and Towns Transit Dispatch | Cities and towns transit dispatch such as Kingman Area Regional Transit (KART), Yuba, etc. includes both existing and planned transit dispatch, provides fixed transit services throughout the state. | Existing | Transit Management Center |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| Arizona Cities and Towns | Cities and Towns Transit Vehicles | Cities and Towns have fixed transit routes and paratransit. This represents buses and vehicles connected to the Transit Dispatch Centers. | Existing | Basic Transit Vehicle |
| Arizona Cities and Towns | Cities and Towns Transit Vehicles | Cities and Towns have fixed transit routes and paratransit. This represents buses and vehicles connected to the Transit Dispatch Centers. | Existing | Transit Vehicle OBE |
| Arizona Cities and Towns | Cities and Towns Weather Flood Alerts | Cities and towns weather flood alerts represents weather systems that report flooding conditions and will automatically trigger an alert to notify motorists when the wash is flowing at a specific height. This elements is both existing and planned for those cities and towns that want to implement these systems in the future. | Existing | ITS Roadway Equipment |
| Arizona Cities and Towns | Cities and Towns Wireless Radio | Cities and Towns wireless radio communications | Existing | Data Distribution System |
| Arizona Counties | County 911 PSAPs | Public Safety Answering Point (PSAPs) for 911 emergency response call answering in the State of Arizona. | Existing | Emergency Telecommunications System |
| Arizona Counties | County Data Archive | County Data Archive stores raw traffic count data collected throughout the region. Assists with fulfilling Highway Performance Monitoring System (HPMS) federal requirements to collect current traffic counts (and other info) for all functionally classified roads. | Existing | Archived Data System |
| Arizona Counties | County Data User Systems | County 'Data User Systems' represents the systems users employ to access archived data. The general interface provided allows a broad range of users (e.g. planners, researchers, analysts, operators) and their systems (e.g. databases, models, analytical tools, user interface devices) to acquire data and analyses results from the archive. | Existing | Archived Data User System |
| Arizona Counties | County EMC-EOC | County Emergency Management (EMC) and Operations Center (EOC) with connections to TMCs, ADEM, BLM, statewide EOCs, and Sheriff's Offices | Existing | Emergency Management Center |
| Arizona Counties | County Flood Warning System | County flood warning systems include automated weather stations, ALERT, CCTV, and all existing and planned County rainfall sensors and monitoring systems that connects to a flood control central computer. This system may send information to traffic management centers or, may provided roadside to roadside information to motorists. It will provide information about floods that could impact traffic on highways. | Existing | ITS Roadway Equipment |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| Arizona Counties | County ITS Field Equipment | County owned and operated field equipment: DMS, traffic signal, driver feedback speed limit signs, CCTV, detection, Road Weather Information System and, Highway Advisory Radio (HAR). | Existing | ITS Roadway Equipment |
| Arizona Counties | County Mobile App | County has an innovative custom mobile app that allows road closure and opening notifications from field devices. Auto e-mail and social media notifications are disseminated. | Existing | Media |
| Arizona Counties | County Public Works | County Public Works Department serves as the maintenance and construction management center that monitors and manages roadway infrastructure construction and maintenance activities. Public works provides the following functions: engineering, ERACE, facilities management, fleet services and equipment maintenance, improvement districts, parks, roads, survey and traffic control. | Existing | Maint and Constr Management Center |
| Arizona Counties | County Public Works Vehicles | County maintenance vehicles and construction equipment that belong to the Public Works Department and largely equipped with AVL. | Existing | Basic Maint and Constr Vehicle |
| Arizona Counties | County Public Works Vehicles | County maintenance vehicles and construction equipment that belong to the Public Works Department and largely equipped with AVL. | Existing | Maint and Constr Vehicle OBE |
| Arizona Counties | County Radio Systems | County two-way radio systems operating usually on frequency 150. | Existing | Data Distribution System |
| Arizona Counties | County Sheriff Dispatch | This element represents the County Sheriff's Office and their associated dispatch center. | Existing | Emergency Management Center |
| Arizona Counties | County Sheriffs Vehicles | County Sheriffs' Offices or other law enforcement vehicles. | Existing | Emergency Vehicle OBE |
| Arizona Counties | County TMC-TOC | County Traffic Management Center and traffic operations centers with connections to the county EOCs/EMCs, ADEM, BLM, and Sheriff’s Office. | Existing | Traffic Management Center |
| Arizona Counties | County Transit Kiosks | This element represents all county kiosks used by travelers to view bus scheduling times or to purchase transit passes, such as theMountain Line Kiosks. | Existing | Traveler Support Equipment |
| Arizona Counties | County Website and NIXLE | County website contains event information, traffic information, maintenance and construction information, and weather information. | Existing | Other Transit Management Centers |
| Arizona Counties | County Website and NIXLE | County website contains event information, traffic information, maintenance and construction information, and weather information. | Existing | Transportation Information Center |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| Arizona Department of Environmental Quality (ADEQ) | ADEQ Arizona Emissions Management | Arizona Emissions Management communicates with MVD by providing emissions testing data. They also alert the traffic management center on "poor" air quality days so that they can alert the public through DMS. | Existing | Emissions Management Center |
| Arizona Department of Public Safety (DPS) | Arizona Criminal Justice Information System | Arizona Criminal Justice Information System (ACJIS) is a network maintained by the Arizona Department of Public Safety that is available to authorized local, state, and federal criminal justice agencies and serves as a conduit to the National Criminal Information Center (NCIC) | Existing | Commercial Vehicle Administration Center |
| Arizona Department of Public Safety (DPS) | Arizona Criminal Justice Information System | Arizona Criminal Justice Information System (ACJIS) is a network maintained by the Arizona Department of Public Safety that is available to authorized local, state, and federal criminal justice agencies and serves as a conduit to the National Criminal Information Center (NCIC) | Existing | Other CV Administration Centers |
| Arizona Department of Public Safety (DPS) | Arizona Criminal Justice Information System | Arizona Criminal Justice Information System (ACJIS) is a network maintained by the Arizona Department of Public Safety that is available to authorized local, state, and federal criminal justice agencies and serves as a conduit to the National Criminal Information Center (NCIC) | Existing | Other Emergency Management Centers |
| Arizona Department of Public Safety (DPS) | Commercial Vehicle Enforcement Partnership System | Represents system that utilized by the officers of the commercial vehicle enforcement partnership program to send commercial vehicle check-in information from Arizona's ports-of-entry at interstate and international borders to ADOT and DPS central system. | Planned | Commercial Vehicle Check Equipment |
| Arizona Department of Public Safety (DPS) | Commercial Vehicle Enforcement Partnership System | Represents system that utilized by the officers of the commercial vehicle enforcement partnership program to send commercial vehicle check-in information from Arizona's ports-of-entry at interstate and international borders to ADOT and DPS central system. | Planned | Emergency Management Center |
| Arizona Department of Public Safety (DPS) | DPS Backhaul Communications System | The core microwave communications backbone that makes the bureau’s communications work possible. This is a state-wide asset supporting communications to federal, tribal, state and local government agencies. The Backhaul communications system is being upgraded from analog to digital microwave.NOTE: Rural DMS rely on this system for Communications to the ADOT TOC. | Existing | Data Distribution System |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| Arizona Department of Public Safety (DPS) | DPS Backhaul Communications System | The core microwave communications backbone that makes the bureau's communications work possible. This is a state-wide asset supporting communications to federal, tribal, state and local government agencies. The Backhaul communications system is being upgraded from analog to digital microwave.NOTE: Rural DMS rely on this system for Communications to the ADOT TOC. | Existing | Other Data Distribution Systems |
| Arizona Department of Public Safety (DPS) | DPS Central Communications Center | The DPS Central Communications Center is the dispatch center for State Highway Patrol and Freeway Service Patrol (FSP). The Department of Public Safety serves as the state law enforcement for highways, they also manage the FSP and the communications and work with FAA on licensing. Arizona DPS Freeway Service Patrol are dispatched here. This program is funded by ADOT, managed by DPS and serves to provide assistance to motorists on freeways requiring support or to help with tires, calling for tow, removing roadway debris, assisting officers at collision scenes, road and ramp closures, stalled vehicles, minor collisions or other incidents. | Existing | Emergency Management Center |
| Arizona Department of Public Safety (DPS) | DPS Central Communications Center | The DPS Central Communications Center is the dispatch center for State Highway Patrol and Freeway Service Patrol (FSP). The Department of Public Safety serves as the state law enforcement for highways, they also manage the FSP and the communications and work with FAA on licensing. Arizona DPS Freeway Service Patrol are dispatched here. This program is funded by ADOT, managed by DPS and serves to provide assistance to motorists on freeways requiring support or to help with tires, calling for tow, removing roadway debris, assisting officers at collision scenes, road and ramp closures, stalled vehicles, minor collisions or other incidents. | Existing | Other Emergency Management Centers |
| Arizona Department of Public Safety (DPS) | DPS Central Communications Center | The DPS Central Communications Center is the dispatch center for State Highway Patrol and Freeway Service Patrol (FSP). The Department of Public Safety serves as the state law enforcement for highways, they also manage the FSP and the communications and work with FAA on licensing. Arizona DPS Freeway Service Patrol are dispatched here. This program is funded by ADOT, managed by DPS and serves to provide assistance to motorists on freeways requiring support or to help with tires, calling for tow, removing roadway debris, assisting officers at collision scenes, road and ramp closures, stalled vehicles, minor collisions or other incidents. | Existing | Other Traffic Management Centers |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| Arizona Department of Public Safety (DPS) | DPS Central Communications Center | The DPS Central Communications Center is the dispatch center for State Highway Patrol and Freeway Service Patrol (FSP). The Department of Public Safety serves as the state law enforcement for highways, they also manage the FSP and the communications and work with FAA on licensing. Arizona DPS Freeway Service Patrol are dispatched here. This program is funded by ADOT, managed by DPS and serves to provide assistance to motorists on freeways requiring support or to help with tires, calling for tow, removing roadway debris, assisting officers at collision scenes, road and ramp closures, stalled vehicles, minor collisions or other incidents. | Existing | Traffic Management Center |
| Arizona Department of Public Safety (DPS) | DPS Commercial Vehicle Enforcement | The DPS Commercial Vehicle Division's mission is to assure the safety of the motoring public by enforcing the Federal Carrier Safety Regulations. Primary functions include inspections, weighing and traffic enforcement. Commercial Vehicle Information Exchange collects snapshots for interstate and intrastate carriers, vehicles, and drivers. CVO Administration interfaces with SAFER for interstate snapshot exchange and distributes snapshots to other states. | Existing | Commercial Vehicle Administration Center |
| Arizona Department of Public Safety (DPS) | DPS Commercial Vehicle Enforcement | The DPS Commercial Vehicle Division's mission is to assure the safety of the motoring public by enforcing the Federal Carrier Safety Regulations. Primary functions include inspections, weighing and traffic enforcement. Commercial Vehicle Information Exchange collects snapshots for interstate and intrastate carriers, vehicles, and drivers. CVO Administration interfaces with SAFER for interstate snapshot exchange and distributes snapshots to other states. | Existing | Enforcement Center |
| Arizona Department of Public Safety (DPS) | DPS Console Interface (Other LE) | The interface between DPS Dispatch and all other law enforcement agencies, local dispatch and emergency dispatch throughout the state. | Existing | Other Emergency Management Centers |
| Arizona Department of Public Safety (DPS) | DPS Data Archive | DPS has a database archive that is maintained in house at DPS as a confidential archive in order to preserve law enforcement security. | Existing | Archived Data System |
| Arizona Department of Public Safety (DPS) | DPS Data User Systems | 'Archived Data User System' represents the systems users employ to access archived data. The general interface provided allows a broad range of users (e.g. planners, researchers, analysts, operators) and their systems (e.g. databases, models, analytical tools, user interface devices) to acquire data and analyses results from the archive. | Existing | Archived Data User System |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| Arizona Department of Public Safety (DPS) | DPS HazMat Team | The DPS HazMat Team deals with hazards on transportation systems to assure the safety of the motoring public in the state of Arizona. | Existing | Emergency Management Center |
| Arizona Department of Public Safety (DPS) | DPS Network Operations Center - NOC | The DPS NOC is the central consolidation point for all public safety radio communications services on the DPS maintained network. Radio traffic from the communication site infrastructure throughout the state is routed in and out of the NOC to over 10 dispatch centers serving multiple state agencies. | Existing | Emergency Management Center |
| Arizona Department of Public Safety (DPS) | DPS Network Operations Center - NOC | The DPS NOC is the central consolidation point for all public safety radio communications services on the DPS maintained network. Radio traffic from the communication site infrastructure throughout the state is routed in and out of the NOC to over 10 dispatch centers serving multiple state agencies. | Existing | ITS Communications Equipment |
| Arizona Department of Public Safety (DPS) | DPS Network Operations Center - NOC | The DPS NOC is the central consolidation point for all public safety radio communications services on the DPS maintained network. Radio traffic from the communication site infrastructure throughout the state is routed in and out of the NOC to over 10 dispatch centers serving multiple state agencies. | Existing | Traffic Management Center |
| Arizona Department of Public Safety (DPS) | DPS Radio System | DPS Radio system that brings communications from the radios in the field to the backhaul. | Existing | Data Distribution System |
| Arizona Department of Public Safety (DPS) | DPS Radio System | DPS Radio system that brings communications from the radios in the field to the backhaul. | Existing | Other Data Distribution Systems |
| Arizona Department of Public Safety (DPS) | DPS RMA Vehicles | DPS Roadside Motorist Assistance (RMA) Vehicles | Existing | Emergency Vehicle OBE |
| Arizona Department of Public Safety (DPS) | DPS Roadside Safety Inspection | A laptop based system to conduct roadside safety inspections by DPS | Existing | Commercial Vehicle Check Equipment |
| Arizona Department of Public Safety (DPS) | DPS Roadside Safety Inspection | A laptop based system to conduct roadside safety inspections by DPS | Existing | Enforcement Center |
| Arizona Department of Public Safety (DPS) | DPS Vehicles | DPS Patrol Vehicles. Includes the subscriber on-board equipment (OBE) or radios used to communicate on the DPS radio system. | Existing | Emergency Vehicle OBE |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| Arizona Department of Public Safety (DPS) | DPS Wireless Systems Bureau | A Bureau under the Technical Services Division of DPS, the Wireless Systems Bureau is an essential in-house support function responsible for the design, coordination, construction, and maintenance services for statewide radio, voice and data telecommunications systems. This bureau is responsible for DPS's Backhaul Communications. (DPS Wireless runs the whole microwave backbone, design, construct and maintain as well as track the system for operations). | Existing | Other Maint and Constr Mgmt Centers |
| Arizona Division of Emergency and Military Affairs (DEMA) | DEMA CRT - HazMat Response Team | The Certified Response Team (CRT) handles after-hours emergency response responsibilities for the Arizona Department of Emergency and Military Affairs (DEMA). The CRT Coordinator assists in the management of CRT under the direction of the Response Branch Manager. In cooperation with the Response Branch Manager, the CRT Duty Officer receives emergency alerts, issues warnings and instructions to the public, and coordinates with local emergency officials. CRT Duty Officers and Deputy Duty Officers are entrusted to: ==> activate the State Emergency Operations Center (SEOC) as directed; ==> provide 24/7/365 customer service to DEMA's federal, state, local and tribal emergency response partners; and ==> staff the SEOC after hours as needed. | Planned | Emergency Management Center |
| Arizona Division of Emergency and Military Affairs (DEMA) | DEMA CRT - HazMat Response Team | The Certified Response Team (CRT) handles after-hours emergency response responsibilities for the Arizona Department of Emergency and Military Affairs (DEMA). The CRT Coordinator assists in the management of CRT under the direction of the Response Branch Manager. In cooperation with the Response Branch Manager, the CRT Duty Officer receives emergency alerts, issues warnings and instructions to the public, and coordinates with local emergency officials. CRT Duty Officers and Deputy Duty Officers are entrusted to: ==> activate the State Emergency Operations Center (SEOC) as directed; ==> provide 24/7/365 customer service to DEMA's federal, state, local and tribal emergency response partners; and ==> staff the SEOC after hours as needed. | Planned | Traffic Management Center |
| Arizona Division of Emergency and Military Affairs (DEMA) | DEMA Data Archive | The traffic database for DEMA which assists in coordinating State emergency preparedness, response, recovery and mitigation efforts to recue the impacts of disasters on persons, property and ecomonies of a specific community. Archives raw data collected throughout the region. | Existing | Archived Data System |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| Arizona Division of Emergency and Military Affairs (DEMA) | DEMA Data User Systems | Data User Systems' represents the systems users employ to access archived data. The general interface provided allows a broad range of users (e.g. planners, researchers, analysts, operators) and their systems (e.g. databases, models, analytical tools, user interface devices) to acquire data and analyses results from the archive. | Existing | Archived Data User System |
| Arizona Division of Emergency and Military Affairs (DEMA) | DEMA Emergency Alert System | DEMA Emergency Alert System provides state and local authorities with the ability to provide emergency information to the general public via broadcast stations, cable and wireless cable systems. DEMA coordinates with the National Weather Service, the Department of Public Safety (DPS), and the Arizona Broadcaster's Association to ensure that the Emergency Alerting System is functioning and reaching all intended recipients. | Existing | Alerting and Advisory System |
| Arizona Division of Emergency and Military Affairs (DEMA) | DEMA Enforcement | The Arizona Division of Emergency Management (ADEM) is a division within the Arizona Department of Emergency and Military Affairs (DEMA). ADEM prepares and coordinates emergency services and the efforts of governmental agencies to reduce the impact of disaster on persons and property. | Existing | Enforcement Center |
| Arizona Division of Emergency and Military Affairs (DEMA) | DEMA Enforcement | The Arizona Division of Emergency Management (ADEM) is a division within the Arizona Department of Emergency and Military Affairs (DEMA). ADEM prepares and coordinates emergency services and the efforts of governmental agencies to reduce the impact of disaster on persons and property. | Existing | Other Emergency Management Centers |
| Arizona Division of Emergency and Military Affairs (DEMA) | DEMA National Guard Vehicles | National Guard Vehicles are dispatched by Arizona DEMA during extreme emergencies. | Existing | Emergency Vehicle OBE |
| Arizona Division of Emergency and Military Affairs (DEMA) | DEMA SEOC Arizona DEM Military Affairs | The State of Arizona's Emergency Operations Center is used to manage emergencies and disaster response. They interact with other states during an emergency. They use WebEOC for incident management tracking and communications. They coordinate all county EOC activity, etc... They also have their own paging system "Communicator NXT" for emergency notifications during emergencies to responders - including state agencies (i.e., ADOT, DPS, etc.). The NXT system is a broadcasting telephone system. | Existing | Emergency Management Center |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| Arizona Division of Emergency and Military Affairs (DEMA) | DEMA WebEOC System | This is a web based incident management system used for incident command (IC) when a statewide emergency has been declared and DEMA is the IC. There are 5 state agency users and six counties in Arizona that use this system along with the State Emergency Operations Center. The system is not integrated yet with surrounding states but, there are plans to integrate the WebEOC systems in the future. This system tracks your planning cycle, resources, location, finances, situation report, etc... (A request comes in from a county; ADEM receives the request, communicates to the appropriate response agency and responds back that the situation is handled). | Existing | Emergency Telecommunications System |
| Arizona Division of Emergency and Military Affairs (DEMA) | DEMA WebEOC System | This is a web based incident management system used for incident command (IC) when a statewide emergency has been declared and DEMA is the IC. There are 5 state agency users and six counties in Arizona that use this system along with the State Emergency Operations Center. The system is not integrated yet with surrounding states but, there are plans to integrate the WebEOC systems in the future. This system tracks your planning cycle, resources, location, finances, situation report, etc... (A request comes in from a county; ADEM receives the request, communicates to the appropriate response agency and responds back that the situation is handled). | Existing | Other Emergency Management Centers |
| Arizona MPOs and COGs | MPO-COG Data User Systems | MPO-COG Data User Systems' represents the systems users employ to access archived data from Metropolitan Planning Organizations and/or Council of Government organizations in Arizona. The general interface provided allows a broad range of users (e.g. planners, researchers, analysts, operators) and their systems (e.g. databases, models, analytical tools, user interface devices) to acquire data and analyses results from the archive. | Existing | Archived Data User System |
| Arizona MPOs and COGs | MPO-COG Planning Traffic Database | The traffic database for Metropolitan Planning Organizations (MPO) and Council of Governments (COG). This element archives raw traffic count data collected throughout the region. Assists with fulfilling Highway Performance Monitoring System (HPMS) federal requirements to collect current traffic counts (and other info) for all functionally classified roads. | Existing | Archived Data System |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| Arizona MPOs and COGs | MPO-COG Planning Traffic Database | The traffic database for Metropolitan Planning Organizations (MPO) and Council of Governments (COG). This element archives raw traffic count data collected throughout the region. Assists with fulfilling Highway Performance Monitoring System (HPMS) federal requirements to collect current traffic counts (and other info) for all functionally classified roads. | Existing | Other Data Sources |
| Arizona Tribal Strategic Partnering Team (ATSPT) | ATTP Tribal Coordination Website | The Arizona Tribal Transportation Partnership (formerly ATSPT) site that contains resource information for tribal representatives. This website was developed by ADOT to support coordination efforts and to improve State-Tribal intergovernmental relations through resource information sharing. It is designed to be a central location for state-tribal transportation partnerships, projects, activities, groups, links, and other related information. | Existing | Transportation Information Center |
| Arizona Universities | State Universities Data Archives | Arizona Universities participate in various ITS projects. This ITS element reflects their transportation data archive database. Other examples include: UofA, ATLAS Center is involved in the SmartDrive - Connected Vehicle (formerly VII) effort involving on-board emergency response vehicles communicating with roadside equipment to cut down on crashes and support traffic incident management initiatives. University of Arizona Tucson has been involved in ITS research with collision avoidance systems, testing on-board RADAR and tracking systems and Real-time Hierarchically Optimized Distributed Effective Signal system (RHODES) and other ITS throughout decades. | Existing | Archived Data System |
| Arizona Universities | State Universities Data Archives | Arizona Universities participate in various ITS projects. This ITS element reflects their transportation data archive database. Other examples include: UofA, ATLAS Center is involved in the SmartDrive - Connected Vehicle (formerly VII) effort involving on-board emergency response vehicles communicating with roadside equipment to cut down on crashes and support traffic incident management initiatives. University of Arizona Tucson has been involved in ITS research with collision avoidance systems, testing on-board RADAR and tracking systems and Real-time Hierarchically Optimized Distributed Effective Signal system (RHODES) and other ITS throughout decades. | Existing | Other Data Sources |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| Arizona Universities | State Universities Data User Systems | Universities 'Data User Systems' represents the systems users employ to access archived data. The general interface provided allows a broad range of users (e.g. planners, researchers, analysts, operators) and their systems (e.g. databases, models, analytical tools, user interface devices) to acquire data and analyses results from the archive. | Existing | Archived Data User System |
| AZTech | AZTech RADS Data Archive | AZTech partners, including the Arizona Department of Transportation (ADOT) and the Maricopa County Department of Transportation (MCDOT), archive data generated by their ITS programs. Continued emphasis on regional transportation operations inspired AZTech leadership to develop a Regional Archived Data System (RADS) that consolidates ITS information from systems throughout the Valley, stores it in a centralized archived data server, and makes it available for a variety of stakeholders via a web interface. | Existing | Archived Data System |
| AZTech | AZTech RADS Data Archive | AZTech partners, including the Arizona Department of Transportation (ADOT) and the Maricopa County Department of Transportation (MCDOT), archive data generated by their ITS programs. Continued emphasis on regional transportation operations inspired AZTech leadership to develop a Regional Archived Data System (RADS) that consolidates ITS information from systems throughout the Valley, stores it in a centralized archived data server, and makes it available for a variety of stakeholders via a web interface. | Existing | Traffic Management Center |
| AZTech | AZTech RADS Data User System | AZTech partners, including the Arizona Department of Transportation (ADOT) and the Maricopa County Department of Transportation (MCDOT), archive data generated by their ITS programs. Continued emphasis on regional transportation operations inspired AZTech leadership to develop a Regional Archived Data System (RADS) that consolidates ITS information from systems throughout the Valley, stores it in a centralized archived data server, and makes it available for a variety of stakeholders via a web interface. | Existing | Archived Data User System |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| AZTech | AZTech Regional Info System (ARIS) | The AZTech Regional Information System (ARIS) is a regional ITS tool in the Phoenix Arizona area that provides real-time incident notification and intelligently assimilates incident-centric traffic information in support of traffic management, during an incident within a zone identified by the user. The ARIS system is part of the Maricopa Regional ITS Architecture. It has been designed based on the needs of local jurisdictions. Upon notification, ARIS automatically assimilates a range of useful information related to the particular incident and presents the information in a web-based "tactical screen". | Existing | Transportation Information Center |
| AZTech | AZTech Traffic Ops Center | AZTech™ partners, including the Arizona Department of Transportation (ADOT) and the Maricopa County Department of Transportation (MCDOT), facilitate operations of the AZTech Traffic Operations Center. This center is an "other traffic Management Center" for the statewide ITS Architecture because it performs a sharing rather than controlling of information function. It also supports regional traffic management strategies by providing vital transportation information for managing traffic in the Phoenix Valley but, doesn't manage statewide applications. | Existing | Other Traffic Management Centers |
| Bureau of Indian Affairs (BIA) | BIA Western Regional Website | The website for the Southwestern Region of the Bureau of Indian Affairs. Contains traffic information as well as scheduled maintenance and construction activities for the smaller tribes in the Region. http://www.kstrom.net/isk/maps/az/azmap.html | Not Planned | Transportation Information Center |
| Electric Utility Operators | Electric Utilities | This Element represents electric utilities that provide power to electric vehicle charging stations. | Existing | Electric Utility |
| Electric Vehicle Charging Station Operators | Electric Vehicle Charging Stations | This inventory element represents electric vehicle charging stations located in the state of Arizona. The Electric Charging Station provides access to electric vehicle supply equipment that is used to charge hybrid and all-electric vehicles. This includes public charging stations that support consumers, workplace charging stations, and fleet charging stations using plug in (level 1, 2, fast charge, etc.) or inductive charging methods. | Planned | Electric Charging Station |
| Emergency Medical (EM) Transport Companies | Emergency Medical Transport/Ambulances | Public and private emergency medical service providers that offer ambulance services and medical transports. | Existing | Emergency Vehicle OBE |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| Federal Joint Office of Energy and Transportation | Electric Vehicle Charging Analytics and Reporting Tool (EV-ChART) | The Joint Office of Energy and Transportation maintains the Electric Vehicle Charging Analytics and Reporting Tool (EV-ChART), which provides a centralized hub for submitting electric vehicle (EV) charging infrastructure data directed by the Federal Highway Administration (23 CFR 680.1121) EV-ChART will provide a streamlined data submission process and an integrated set of analytic tools, connect to other data sources, and empower data sharing and access across stakeholders, including the public. Any data shared publicly will be aggregated and anonymized to stay in accordance with 23 CFR 680. | Existing | Electric Charging Management Center |
| Federal Motor Carrier Safety Agency (FMSCA) | Safety Fitness Electronic Record (SAFER) | SAFER provides carrier, vehicle, and driver safety and credential information to fixed and mobile roadside inspection stations. This information will allow the roadside inspector to select vehicles and/or drivers for inspection based on the number of prior carrier inspections, as well as historical carrier, vehicle, and driver safety information. | Existing | Commercial Vehicle Administration Center |
| Federal Motor Carrier Safety Agency (FMSCA) | Safety Fitness Electronic Record (SAFER) | SAFER provides carrier, vehicle, and driver safety and credential information to fixed and mobile roadside inspection stations. This information will allow the roadside inspector to select vehicles and/or drivers for inspection based on the number of prior carrier inspections, as well as historical carrier, vehicle, and driver safety information. | Existing | CVO Information Requestor Center |
| Federal Motor Carrier Safety Agency (FMSCA) | Safety Fitness Electronic Record (SAFER) | SAFER provides carrier, vehicle, and driver safety and credential information to fixed and mobile roadside inspection stations. This information will allow the roadside inspector to select vehicles and/or drivers for inspection based on the number of prior carrier inspections, as well as historical carrier, vehicle, and driver safety information. | Existing | Enforcement Center |
| Financial Institutions | Financial Institution | Any organization that handles electronic fund transfer requests to enable the transfer of funds from the user of a transportation related service to the provider of the same service. | Existing | Financial Center |
| Financial Institutions | Payment Administration Center | The Payment Administration Center provides general payment administration capabilities and supports the electronic transfer of funds from the customer to the transportation system operator or other service provider. Charges can be recorded for tolls, vehicle-mileage charging, congestion charging, or other goods and services. It supports traveler enrollment and collection of both pre-payment and post-payment transportation fees in coordination with the financial infrastructure supporting electronic payment transactions. | Planned | Payment Administration Center |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| Financial Institutions | Traveler Card-Smartcard | Traveler Card enables the actual transfer of electronic information from the user of a service (I.e. a traveler) to the provider of the service. This may include the transfer of funds through means of an electronic payment instrument. The device, like a smart card, may also hold and update the traveler's information such as personal profiles or trip histories. | Planned | Payment Device |
| Financial Institutions | Traveler Card-Smartcard | Traveler Card enables the actual transfer of electronic information from the user of a service (I.e. a traveler) to the provider of the service. This may include the transfer of funds through means of an electronic payment instrument. The device, like a smart card, may also hold and update the traveler's information such as personal profiles or trip histories. | Planned | Traveler Card |
| GIS Mapping Designers | Map Update System | Map updating systems (can be Google Earth, local power companies or other GIS sources). | Planned | Map Update System |
| Independent School Districts | Independent School District Bus Dispatch | Dispatch function for each of the independent school districts in the Region. Includes radio communication with school buses. | Existing | Transit Management Center |
| Independent School Districts | Independent School District Buses | Represents buses and any ITS equipment, such as mobile data terminals, on buses owned and operated by the independent school districts. May come equipped with security measures. | Existing | Basic Transit Vehicle |
| Independent School Districts | Independent School District Buses | Represents buses and any ITS equipment, such as mobile data terminals, on buses owned and operated by the independent school districts. May come equipped with security measures. | Existing | Transit Vehicle OBE |
| International Fuel Tax Association (IFTA) | International Fuel Tax Agreement (IFTA) Clearinghouse | This is a national clearinghouse designed to allocate fuel taxes between multiple states for motor carrier activities across jurisdictional lines, in accordance with the International Fuel Tax Agreement. | Existing | Commercial Vehicle Administration Center |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| International Registration Plan, Inc. | Commercial Vehicle Driver and Vehicle Verification Systems | International Registration Plan (IRP) develops and maintains many information systems that facilitate the electronic exchange of driver, vehicle, and identity information between organizations. Some of the driver related systems include the Commercial Driver's License Information System (CDLIS), Problem Driver Pointer System (PDPS), and the State to State Verification Service (S2S). The National Motor Vehicle Title Information System (NMVTIS) is among the vehicle related systems that IRP, Inc. maintains. These and other IRP, Inc. maintained systems are used by the Arizona Department of Transportation Motor Vehicle Division (MVD) to transmit, query, and verify driver and vehicle information to and from other jurisdictions in order to process driver and vehicle transactions. | Existing | Archived Data System |
| International Registration Plan, Inc. | Commercial Vehicle Driver and Vehicle Verification Systems | International Registration Plan (IRP) develops and maintains many information systems that facilitate the electronic exchange of driver, vehicle, and identity information between organizations. Some of the driver related systems include the Commercial Driver's License Information System (CDLIS), Problem Driver Pointer System (PDPS), and the State to State Verification Service (S2S). The National Motor Vehicle Title Information System (NMVTIS) is among the vehicle related systems that IRP, Inc. maintains. These and other IRP, Inc. maintained systems are used by the Arizona Department of Transportation Motor Vehicle Division (MVD) to transmit, query, and verify driver and vehicle information to and from other jurisdictions in order to process driver and vehicle transactions. | Existing | Commercial Vehicle Administration Center |
| International Registration Plan, Inc. | International Registration Plan (IRP) Clearinghouse | International Registration Plan operated by IRP Inc. is a registration reciprocity agreement among jurisdictions in the United States and Canada which provides for payment of registration fees based on fleet miles operated in various jurisdictions. IRP Inc. is responsible for the international carrier plan that helps the carrier decide where to locate their home base for apportioned' registration fees to each state. | Existing | Commercial Vehicle Administration Center |
| International Registration Plan, Inc. | International Registration Plan (IRP) Clearinghouse | International Registration Plan operated by IRP Inc. is a registration reciprocity agreement among jurisdictions in the United States and Canada which provides for payment of registration fees based on fleet miles operated in various jurisdictions. IRP Inc. is responsible for the international carrier plan that helps the carrier decide where to locate their home base for apportioned' registration fees to each state. | Existing | Freight Distribution and Logistics Center |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| International Registration Plan, Inc. | International Registration Plan (IRP) Clearinghouse | International Registration Plan operated by IRP Inc. is a registration reciprocity agreement among jurisdictions in the United States and Canada which provides for payment of registration fees based on fleet miles operated in various jurisdictions. IRP Inc. is responsible for the international carrier plan that helps the carrier decide where to locate their home base for apportioned' registration fees to each state. | Existing | Other Authorizing Centers |
| International Registration Plan, Inc. | International Registration Plan (IRP) Clearinghouse | International Registration Plan operated by IRP Inc. is a registration reciprocity agreement among jurisdictions in the United States and Canada which provides for payment of registration fees based on fleet miles operated in various jurisdictions. IRP Inc. is responsible for the international carrier plan that helps the carrier decide where to locate their home base for apportioned' registration fees to each state. | Existing | Other Payment Administration Centers |
| Maricopa Association of Governments (MAG) | MAG Data User Systems | MAG Data User Systems' represents the systems users employ to access archived data. The general interface provided allows a broad range of users (e.g. planners, researchers, analysts, operators) and their systems (e.g. databases, models, analytical tools, user interface devices) to acquire data and analyses results from the archive. | Existing | Archived Data User System |
| Maricopa Association of Governments (MAG) | MAG Planning Traffic Database | The traffic database for MAG. Archives raw traffic count data collected throughout the region. Assists with fulfilling Highway Performance Monitoring System (HPMS) federal requirements to collect current traffic counts (and other info) for all functionally classified roads. This center provides the information to other stakeholders for planning. | Existing | Archived Data System |
| Maricopa Association of Governments (MAG) | MAG Planning Traffic Database | The traffic database for MAG. Archives raw traffic count data collected throughout the region. Assists with fulfilling Highway Performance Monitoring System (HPMS) federal requirements to collect current traffic counts (and other info) for all functionally classified roads. This center provides the information to other stakeholders for planning. | Existing | Other Data Sources |
| Maricopa Association of Governments (MAG) | MAG RCN Fiber | Maricopa Association of Governments Regional Communications Network (RCN) fiber for communications. | Existing | Data Distribution System |
| Maricopa County Department of Transportation (MCDOT) | Maricopa County EOC | Maricopa County EOC as services pertains to statewide emergency operations. | Existing | Emergency Management Center |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| Maricopa County Department of Transportation (MCDOT) | MCDOT Service Monitoring Sys for Connected Vehicles | The Service Monitor System represents one or more center-based systems that provide monitoring, management and control services necessary to other applications and/or devices operating within the Connected Vehicle Environment. These support services enable other applications to provide transportation services. | Existing | Service Monitor System |
| Media | Local Print and Broadcast Media | Includes the local newspapers and the local TV and radio stations not specifically called out in other ITS Architectures in the State of Arizona | Existing | Media |
| Media | Wide Area Alerting Systems | Wide Area Alerting Systems are used throughout the state to notify the public when there is an emergency often through a rapid notification system used to contact the public by telephone during times of emergency. Through a reverse 911 system, residents receive a recorded message in English and Spanish notifying them of the nature of the emergency, and what steps they should take to eliminate risks associated with the emergency. Any public safety agency can activate the system, which can be used for emergency incidents that pose a danger to life or property. Potential uses include emergencies such as major fires, floods, public safety threats, hazardous materials spills, police incidents, and endangered children or elderly persons. | Existing | Alerting and Advisory System |
| Media | Wide Area Alerting Systems | Wide Area Alerting Systems are used throughout the state to notify the public when there is an emergency often through a rapid notification system used to contact the public by telephone during times of emergency. Through a reverse 911 system, residents receive a recorded message in English and Spanish notifying them of the nature of the emergency, and what steps they should take to eliminate risks associated with the emergency. Any public safety agency can activate the system, which can be used for emergency incidents that pose a danger to life or property. Potential uses include emergencies such as major fires, floods, public safety threats, hazardous materials spills, police incidents, and endangered children or elderly persons. | Existing | Transportation Information Center |
| Mexico Governmental Agencies | Mexico Customs and Border Patrol | This element represents the border patrol agency at the border crossings in Mexico, who also handles customs when entering into Mexico | Existing | Emergency Management Center |
| Mexico Governmental Agencies | Mexico Public Safety | This element represents the public safety providers (police, fire and EMS) in the cities where border crossings exist and, in the surrounding Mexican States. | Existing | Emergency Management Center |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
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| Mexico Governmental Agencies | Mexico Regional Maintenance Section | This element represents the maintenance function in border crossing cities inside of Mexico that would coordinate with Arizona and New Mexico (District 1 and 2). | Existing | Maint and Constr Management Center |
| Mexico Governmental Agencies | Mexico Regional TMC | The state of Sonora has a TMC and the ability to enter data into their database for road closures, incidents and accidents in Mexico. This element represents the regional traffic management center located in bordering cities of Mexico that would coordinate traffic information or operations with Arizona and New Mexico. | Existing | Traffic Management Center |
| Mohave County Public Works | Mohave County V2I Enabled Rural Highway Traffic Control Signs | Vehicle-to-Infrastructure (V2I) Enabled Rural Highway Traffic Control Signs will deploy roadside equipment that employs vehicle-to-infrastructure functions and communications to deliver either (1) stop sign gap assist (SSGA) - warning drivers of potential collisions at stop sign intersections or (2) curve speed warning (CSW) – alert provided to drivers approaching a curve at a speed that may be too high for safe travel through that curve. | Planned | Connected Vehicle Roadside Equipment |
| National Oceanic Atmospheric Administration (NOAA) | NOAA _National Weather Service | The National Oceanic and Atmospheric Administration (NOAA) is a federal agency focused on the condition of the oceans and the atmosphere. It plays several roles in local weather information. | Existing | Transportation Information Center |
| National Oceanic Atmospheric Administration (NOAA) | NOAA _National Weather Service | The National Oceanic and Atmospheric Administration (NOAA) is a federal agency focused on the condition of the oceans and the atmosphere. It plays several roles in local weather information. | Existing | Weather Service System |
| Pima Association of Governments (PAG) | PAG Data User Systems | NAU 'Data User Systems' represents the systems users employ to access archived data. The general interface provided allows a broad range of users (e.g. planners, researchers, analysts, operators) and their systems (e.g. databases, models, analytical tools, user interface devices) to acquire data and analyses results from the archive. | Existing | Archived Data User System |
| Pima Association of Governments (PAG) | PAG Planning Traffic Database | The traffic database for the MPOs and regional planning organizations throughout the State of Arizona. Collects traffic count information from its own field equipment and distributes traffic count information to public. | Existing | Archived Data System |
| Pima Association of Governments (PAG) | PAG RTDN Communications System | Pima Association of Governments (PAG's) Regional Transportation Data Network (RTDN) fiber for communications. | Existing | Data Distribution System |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| Private Commercial Carriers | Commercial Vehicles | Public or private trucks that cross international or state borders and drive throughout the State of Arizona. | Existing | Commercial Vehicle OBE |
| Private Commercial Carriers | Driver Identification Card | Driver Identification cards represent the card or device that enables the transfer of electronic identification information for a driver. this may include license information, biometrics, and other data to identify the driver. Typically the card will be issued by a government agency (motor vehicle agency). | Planned | Driver Identification Card |
| Private Commercial Carriers | Fleet Management Systems | Dispatch function for Commercial Vehicle Fleets. | Existing | Fleet and Freight Management Center |
| Private Commercial Carriers | Freight Containers | Freight containers owned by private companies and being transported across interstates. | Existing | Freight Equipment |
| Private Container System Owners | Freight Containers | Freight containers owned by private companies and being transported across interstates. | Existing | Freight Equipment |
| Private Container System Owners | Freight Shipping System | System tracking and scheduling the movement of freight from its destination - data primarily provided by the supplier or owner of commodities shipped. Includes status of bookings made and the status of the freight's movement. | Existing | Intermodal Customer System |
| Private Information Service Providers | Private Transit Routing Service Provider | Third party routing service, such as Google Transit, that uses transit route and schedule information to provide personalized transit trip planning. | Existing | Personal Information Device |
| Private Information Service Providers | Private Transit Routing Service Provider | Third party routing service, such as Google Transit, that uses transit route and schedule information to provide personalized transit trip planning. | Existing | Traveler Support Equipment |
| Private Information Service Providers | Public Private Traveler Information | This system represents national information service providers (Navigator, INRIX, HERE, Google Transit, WAZE, etc.) that provide travel information to the public. ADOT currently subscribes to 3rd party data to post travel times content to roadside DMS and the AZ511 website. | Existing | Data Distribution System |
| Private Information Service Providers | Public Private Traveler Information | This system represents national information service providers (Navigator, INRIX, HERE, Google Transit, WAZE, etc.) that provide travel information to the public. ADOT currently subscribes to 3rd party data to post travel times content to roadside DMS and the AZ511 website. | Existing | Transportation Information Center |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| Private Information Service Providers | Social Media and Networking | Subscription based services operated by private providers that provide an option for real-time traveler information dissemination examples of services that include Waze, FaceBook and Twitter. | Existing | Media |
| Private Information Service Providers | Social Media and Networking | Subscription based services operated by private providers that provide an option for real-time traveler information dissemination examples of services that include Waze, FaceBook and Twitter. | Existing | Social Media |
| Public and Private Transit Providers | Local Dial-A-Ride Transit Dispatchers | Dispatch center for the paratransit services provided by local jurisdictions for citizens who are ADA-certified, persons with disabilities, and seniors throughout the state of Arizona where services are provided. | Existing | Transit Management Center |
| Public and Private Transit Providers | Local Dial-A-Ride Transit Vehicles | Represents the ITS equipment installed on the transit vehicles that are owned and operated by local dial-a-ride services. Capabilities may include Automated Vehicle Location (AVL) or, it may not. | Existing | Basic Transit Vehicle |
| Public and Private Transit Providers | Local Dial-A-Ride Transit Vehicles | Represents the ITS equipment installed on the transit vehicles that are owned and operated by local dial-a-ride services. Capabilities may include Automated Vehicle Location (AVL) or, it may not. | Existing | Transit Vehicle OBE |
| Public and Private Transit Providers | NAIPTA (dba Mountain Line) Bus Arrival System | Mountain Line Transit in Flagstaff has the ability to post arrival times and bus locations on their website. This element represents the ability to provide that information to remote travelers. | Planned | Personal Information Device |
| Public and Private Transit Providers | NAIPTA (dba Mountain Line) Bus Arrival System | Mountain Line Transit in Flagstaff has the ability to post arrival times and bus locations on their website. This element represents the ability to provide that information to remote travelers. | Planned | Transit Management Center |
| Public and Private Transit Providers | NAIPTA (dba Mountain Line) Bus Arrival System | Mountain Line Transit in Flagstaff has the ability to post arrival times and bus locations on their website. This element represents the ability to provide that information to remote travelers. | Planned | Traveler Support Equipment |
| Public and Private Transit Providers | NAIPTA (dba Mountain Line) ITS Field Equipment | NAIPTA owned and operated field equipment: DMS, transit detection, CCTV, transit preemption. | Existing | ITS Roadway Equipment |
| Public and Private Transit Providers | NAIPTA (dba Mountain Line) Paratransit | The Mountain Line paratransit service provides dial-a-ride services for ADA eligible passengers. | Existing | Transit Management Center |
| Public and Private Transit Providers | NAIPTA (dba Mountain Line) Paratransit Vehicles | Paratransit vehicles for Mountain Line in the Flagstaff region. | Existing | Basic Transit Vehicle |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| Public and Private Transit Providers | NAIPTA (dba Mountain Line) Paratransit Vehicles | Paratransit vehicles for Mountain Line in the Flagstaff region. | Existing | Transit Vehicle OBE |
| Public and Private Transit Providers | NAIPTA (dba Mountain Line) Transit Buses | Transit buses for Mountain Line and Mountain Link Transit, Flagstaff area. The Mountain Link also serves Northern Arizona University (NAU). These buses either have or are in the process of receiving Next Bus notification capabilities. | Existing | Basic Transit Vehicle |
| Public and Private Transit Providers | NAIPTA (dba Mountain Line) Transit Buses | Transit buses for Mountain Line and Mountain Link Transit, Flagstaff area. The Mountain Link also serves Northern Arizona University (NAU). These buses either have or are in the process of receiving Next Bus notification capabilities. | Existing | Transit Vehicle OBE |
| Public and Private Transit Providers | NAIPTA (dba Mountain Line) Transit Data Archive | Northern Arizona Intergovernmental Public Transportation. The transit database for public transportation planning organizations throughout the northern State of Arizona. Collects transit information and distributes. | Existing | Archived Data System |
| Public and Private Transit Providers | NAIPTA (dba Mountain Line) Transit Management Center | NAIPTA Transit Management Center operates all of the Mountain Line, Mountain Link Transit and Mountain Lift services, they provide fixed and paratransit services to the Flagstaff area, Coconino county and to the Arizona Northern University NAU. The transit authority boundaries are consistent with the FMPO boundaries. | Existing | Archived Data User System |
| Public and Private Transit Providers | NAIPTA (dba Mountain Line) Transit Management Center | NAIPTA Transit Management Center operates all of the Mountain Line, Mountain Link Transit and Mountain Lift services, they provide fixed and paratransit services to the Flagstaff area, Coconino county and to the Arizona Northern University NAU. The transit authority boundaries are consistent with the FMPO boundaries. | Existing | Transit Management Center |
| Public and Private Transit Providers | NAIPTA (dba Mountain Line) Website and FLGRide | Website for Flagstaff Mountain Line Transit. NAIPTA also has an app that provides transit information and texting capabilities called FLGRide. | Existing | Transportation Information Center |
| Public and Private Transit Providers | Transit Providers Dispatch (Public and Private) | This transit provider represents public, private and commuter transit services throughout the state of Arizona. Could also represent Greyhound buses. | Existing | Archived Data User System |
| Public and Private Transit Providers | Transit Providers Dispatch (Public and Private) | This transit provider represents public, private and commuter transit services throughout the state of Arizona. Could also represent Greyhound buses. | Existing | Transit Management Center |
| Public and Private Transit Providers | Transit Providers Vehicles (Public and Private) | Public, private and commuter transit buses | Existing | Basic Transit Vehicle |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| Public and Private Transit Providers | Transit Providers Vehicles (Public and Private) | Public, private and commuter transit buses | Existing | Transit Vehicle OBE |
| Public and Private Transit Providers | YCAT Buses | Buses and Dial-a-Ride Services for YCAT. YCAT shares information with Police, Fire and Yuma County EOC. Planned for the buses is AVL. Right now, only two of the buses will have AVL - for next bus arrival services. | Existing | Basic Transit Vehicle |
| Public and Private Transit Providers | YCAT Buses | Buses and Dial-a-Ride Services for YCAT. YCAT shares information with Police, Fire and Yuma County EOC. Planned for the buses is AVL. Right now, only two of the buses will have AVL - for next bus arrival services. | Existing | Transit Vehicle OBE |
| Public and Private Transit Providers | YCAT Kiosks | Next Bus Arrival for YCAT and travel information Kiosks - Next Bus Arrival is planned for use at Yuma Palms and Arizona Western College (AWC). Travel information kiosks are available at all bus stops but they are static. | Planned | Traveler Support Equipment |
| Public and Private Transit Providers | YCAT Transit Passes | YCAT has smartcards for pass purchases online. | Existing | Payment Device |
| Public and Private Transit Providers | YCAT Transit Passes | YCAT has smartcards for pass purchases online. | Existing | Traveler Card |
| Public and Private Transit Providers | YCAT Transit Passes | YCAT has smartcards for pass purchases online. | Existing | Traveler Support Equipment |
| Public and Private Transit Providers | YCAT Website | YCAT posts transit information, Google transit trip planning and fare purchasing on-line through their webpage. | Existing | Transportation Information Center |
| Public and Private Transit Providers | Yuma County Area Transit (YCAT) | The Yuma County Intergovernmental Public Transportation Authority (YCIPTA) provides 17+ buses. Yuma County Area Transit (YCAT) fixed route and Greater Yuma Area Dial-A-Ride demand responsive bus service throughout southwestern Yuma County including the cities of Yuma, San Luis, Somerton, Town of Wellton, Cocopah Indian Reservation and unincorporated communities of Yuma County, including Gadsden, Fortuna Foothills and Ligurta. YCAT also provides service into Winterhaven, CA and on the Quechan/Fort Yuma Indian Reservation. YCAT provides transit services - Monday through Friday 5:50 a.m. and 7:30 p.m. with limited evening service from Arizona Western College and Northern Arizona University and on Saturday between 9:30 a.m. and 6:30 p.m. YCAT shares information with Police, Fire and Yuma County EOC. | Existing | Archived Data User System |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| Public and Private Transit Providers | Yuma County Area Transit (YCAT) | The Yuma County Intergovernmental Public Transportation Authority (YCIPTA) provides 17+ buses. Yuma County Area Transit (YCAT) fixed route and Greater Yuma Area Dial-A-Ride demand responsive bus service throughout southwestern Yuma County including the cities of Yuma, San Luis, Somerton, Town of Wellton, Cocopah Indian Reservation and unincorporated communities of Yuma County, including Gadsden, Fortuna Foothills and Ligurta. YCAT also provides service into Winterhaven, CA and on the Quechan/Fort Yuma Indian Reservation. YCAT provides transit services - Monday through Friday 5:50 a.m. and 7:30 p.m. with limited evening service from Arizona Western College and Northern Arizona University and on Saturday between 9:30 a.m. and 6:30 p.m. YCAT shares information with Police, Fire and Yuma County EOC. | Existing | Other Emergency Management Centers |
| Public and Private Transit Providers | Yuma County Area Transit (YCAT) | The Yuma County Intergovernmental Public Transportation Authority (YCIPTA) provides 17+ buses. Yuma County Area Transit (YCAT) fixed route and Greater Yuma Area Dial-A-Ride demand responsive bus service throughout southwestern Yuma County including the cities of Yuma, San Luis, Somerton, Town of Wellton, Cocopah Indian Reservation and unincorporated communities of Yuma County, including Gadsden, Fortuna Foothills and Ligurta. YCAT also provides service into Winterhaven, CA and on the Quechan/Fort Yuma Indian Reservation. YCAT provides transit services - Monday through Friday 5:50 a.m. and 7:30 p.m. with limited evening service from Arizona Western College and Northern Arizona University and on Saturday between 9:30 a.m. and 6:30 p.m. YCAT shares information with Police, Fire and Yuma County EOC. | Existing | Transit Management Center |
| Rail Organizations | Rail Grade Wayside Warning Systems | This element represents train interface equipment (usually) maintained and operated by the railroad and (usually) physically located at or near a roadway/railroad grade crossing. While both passive and active warning systems are used, active warning systems dominate. No track in the State of Arizona is capable of supporting high-speed trains. | Existing | ITS Roadway Equipment |
| Rail Organizations | Rail Grade Wayside Warning Systems | This element represents train interface equipment (usually) maintained and operated by the railroad and (usually) physically located at or near a roadway/railroad grade crossing. While both passive and active warning systems are used, active warning systems dominate. No track in the State of Arizona is capable of supporting high-speed trains. | Existing | Wayside Equipment |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| Rail Organizations | Railroad Operations Center | This element represents the (usually) centralized control point for a substantial segment of a freight railroad's operations and maintenance activities. It is roughly the railroad equivalent to a highway Traffic Operations Center (TOC). It is the source and destination of information that can be used to coordinate rail and highway traffic management and maintenance operations. It is also the source and destination for incident, incident response, disaster, or evacuation information that is exchanged with an Emergency Management Center. | Existing | Rail Operations Center |
| State of Arizona | Arizona Administrative Office of the Courts | The Arizona Constitution authorizes an administrative director and staff to assist the Chief Justice with administrative duties. Under the direction of the Chief Justice, the administrative director and the staff of the Administrative Office of the Courts (AOC) provide the necessary support for the supervision and administration of all state courts. The AOC is comprised of eight divisions: Executive Office, Administrative Services, Adult Probation Services Division, Certification and Licensing Division, Court Services Division, Dependent Children's Services Division, Education Services Division, Information Technology Division, and Juvenile Justice Services Division. | Planned | Commercial Vehicle Administration Center |
| State of Arizona | Arizona Administrative Office of the Courts | The Arizona Constitution authorizes an administrative director and staff to assist the Chief Justice with administrative duties. Under the direction of the Chief Justice, the administrative director and the staff of the Administrative Office of the Courts (AOC) provide the necessary support for the supervision and administration of all state courts. The AOC is comprised of eight divisions: Executive Office, Administrative Services, Adult Probation Services Division, Certification and Licensing Division, Court Services Division, Dependent Children's Services Division, Education Services Division, Information Technology Division, and Juvenile Justice Services Division. | Planned | Emergency Management Center |
| State of Arizona | Arizona Administrative Office of the Courts | The Arizona Constitution authorizes an administrative director and staff to assist the Chief Justice with administrative duties. Under the direction of the Chief Justice, the administrative director and the staff of the Administrative Office of the Courts (AOC) provide the necessary support for the supervision and administration of all state courts. The AOC is comprised of eight divisions: Executive Office, Administrative Services, Adult Probation Services Division, Certification and Licensing Division, Court Services Division, Dependent Children's Services Division, Education Services Division, Information Technology Division, and Juvenile Justice Services Division. | Planned | Other CV Administration Centers |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| State of Arizona | Arizona State Office of Highway Safety | The Arizona Governor's Office of Highway Safety (GOHS) is the focal point for highway safety issues in Arizona.GOHS provides leadership by developing, promoting, and coordinating programs that influence public and private policy by increasing public awareness of highway safety issues. Funded programs target speed reduction, decreasing impaired driving, increasing seat belt and child safety seat usage as well as motorcycle safety awareness and driver distractions that cause traffic fatalities and injuries on our streets and highways. | Planned | Archived Data System |
| State of California | Caltrans ITS Field Equipment | Represents ITS Field Devices owned and Operated by CalTran in the areas that border Arizona and coordinate with Arizona ITS systems in managing the transportation systems serving the bordering areas. | Planned | ITS Roadway Equipment |
| State of California | Caltrans TMC | Caltrans Traffic Management Center at the borders of the state of California. | Existing | Other Traffic Management Centers |
| State of California | Caltrans Truck Parking Availability System | The Caltrans Truck Parking Availability System can manage large commercial vehicle parking availability for drivers and notify them when a space is available. | Existing | Parking Management Center |
| State of California | Caltrans Truck Parking Availability System | The Caltrans Truck Parking Availability System can manage large commercial vehicle parking availability for drivers and notify them when a space is available. | Existing | Transportation Information Center |
| State of California | CHP Dispatch | The dispatch functions for the California State Highway Patrol - law enforcement. | Existing | Emergency Management Center |
| State of Nevada | NDOT ITS Field Equipment | There are DMS operated by NDOT that border Arizona and are activated when wind speed threshold is reached on US 93 on the Nevada side of the highway. | Existing | ITS Roadway Equipment |
| State of Nevada | NDOT TOC - FAST TMC | NDOT's southern Nevada TMC is called FAST and is located in Las Vegas. FAST is operated by the southern Nevada RTC MPO. There are DMS operated by NDOT that border Arizona and are activated when wind speed threshold is reached on US 93 on the Nevada side of the highway. | Existing | Other Traffic Management Centers |
| State of Nevada | NDOT TOC - FAST TMC | NDOT's southern Nevada TMC is called FAST and is located in Las Vegas. FAST is operated by the southern Nevada RTC MPO. There are DMS operated by NDOT that border Arizona and are activated when wind speed threshold is reached on US 93 on the Nevada side of the highway. | Existing | Traffic Management Center |
| State of Nevada | Nevada State Police Dispatch | The dispatch functions for the Nevada State Highway Patrol. | Existing | Emergency Management Center |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| State of New Mexico | New Mexico ITS Field Equipment | Represents ITS Field Devices owned and Operated by New Mexico in the areas that border Arizona and coordinate with Arizona ITS systems in managing the transportation systems serving the bordering areas. | Planned | ITS Roadway Equipment |
| State of New Mexico | New Mexico State Police Dispatch | The dispatch functions for the New Mexico State Police. | Existing | Emergency Management Center |
| State of New Mexico | New Mexico Statewide TMC | The New Mexico Statewide ITS Architecture connects County Traffic Operations Center, NMDOT Districts 1, 5 and 6 as well as the Statewide TMC to ADOT Statewide TMC. | Existing | Other Traffic Management Centers |
| State of New Mexico | New Mexico Statewide TMC | The New Mexico Statewide ITS Architecture connects County Traffic Operations Center, NMDOT Districts 1, 5 and 6 as well as the Statewide TMC to ADOT Statewide TMC. | Existing | Traffic Management Center |
| State of New Mexico | New Mexico Truck Parking Availability System | The  New Mexico Truck Parking Availability System can manage large commercial vehicle parking availability for drivers and notify them when a space is available. | Existing | Parking Management Center |
| State of New Mexico | New Mexico Truck Parking Availability System | The  New Mexico Truck Parking Availability System can manage large commercial vehicle parking availability for drivers and notify them when a space is available. | Existing | Transportation Information Center |
| State of Utah | Utah State Police Dispatch | The dispatch function for the Utah State Police | Existing | Emergency Management Center |
| State of Utah | Utah Statewide TMC | The Utah ITS Architecture connects the statewide TMC in Utah to ADOT Statewide TOC. | Existing | Other Traffic Management Centers |
| Time and Data Sources | Vehicle GPS and Time Data | The 'Vehicle Location and Time Data Source' provides accurate position information for vehicle-based mobile devices. While a Global Positioning System (GPS) Receiver is the most common implementation, this physical object represents any technology that provides a position fix in three dimensions and time with sufficient accuracy. This data can be used for location through a vehicle OBE (ie for time stamping and performance monitoring). | Existing | Location and Time Data Source |
| Travelers | Basic Private Vehicle | Basic vehicle owned by travelers | Existing | Basic Vehicle |
| Travelers | Basic Private Vehicle | Basic vehicle owned by travelers | Existing | Light Vehicle OBE |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| Travelers | Driver Identification Card | Driver Identification cards represent the card or device that enables the transfer of electronic identification information for a driver. this may include license information, biometrics, and other data to identify the driver. Typically the card will be issued by a government agency (motor vehicle agency). | Planned | Driver Identification Card |
| Travelers | Personal Information Devices for Travelers | Local, regional and national information service providers, such as Navigator, SmartRoutes, or Metro Traffic that provide travel information to the traveling public (both subscription service and general broadcast information). Includes internet sites, hand held devices (phones) with access to traffic conditions, service bureaus, etc. | Existing | Personal Information Device |
| Travelers | Personal Information Devices for Travelers | Local, regional and national information service providers, such as Navigator, SmartRoutes, or Metro Traffic that provide travel information to the traveling public (both subscription service and general broadcast information). Includes internet sites, hand held devices (phones) with access to traffic conditions, service bureaus, etc. | Existing | Personnel Device |
| Travelers | Private Vehicle OBE | Vehicles owned by travelers | Existing | Light Vehicle OBE |
| Travelers | Travelers | Travelers represent the public at large. | Existing | Traveler |
| Tribal Governments - Statewide | Tribal Data Archive | Represents the archives of data (e.g. crash records or traffic counts) performed and/or collected by tribal governments. | Existing | Archived Data System |
| Tribal Governments - Statewide | Tribal Data User Systems | Tribal Data User Systems' represents the systems users employ to access archived data. The general interface provided allows a broad range of users (e.g. planners, researchers, analysts, operators) and their systems (e.g. databases, models, analytical tools, user interface devices) to acquire data and analyses results from the archive. | Existing | Archived Data User System |
| Tribal Governments - Statewide | Tribal Fiber for Communications | Existing and planned fiber communications network for various tribal fiber communications. | Existing | Data Distribution System |
| Tribal Governments - Statewide | Tribal ITS Field Equipment | Tribal field equipment (signals, etc.) | Existing | ITS Roadway Equipment |
| Tribal Governments - Statewide | Tribal MCO Dispatch | The regional maintenance and construction (MCO) dispatch function for BIA. This agency is responsible for all roads (maintenance and construction, plowing, etc.) on all tribal land. | Existing | Maint and Constr Management Center |
| Tribal Governments - Statewide | Tribal MCO Vehicles | Tribal maintenance and construction vehicles and plows. | Existing | Basic Maint and Constr Vehicle |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| Tribal Governments - Statewide | Tribal MCO Vehicles | Tribal maintenance and construction vehicles and plows. | Existing | Maint and Constr Vehicle OBE |
| Tribal Governments - Statewide | Tribal Police and Fire Vehicles | Public safety vehicles (police, fire and EMS) owned and operated by the BIA that responds to incidents on the smaller tribes throughout the State. This is handled mostly on a tribal level (not a lot of BIA involvement). | Not Planned | Emergency Vehicle OBE |
| Tribal Governments - Statewide | Tribal Public Safety Dispatch | The Bureau of Indian Affairs public safety (police, fire and EMS) dispatches. This is handles mostly at a tribal level with little or no BIA involvement. | Existing | Emergency Management Center |
| Tribal Governments - Statewide | Tribal Public Safety Dispatch | The Bureau of Indian Affairs public safety (police, fire and EMS) dispatches. This is handles mostly at a tribal level with little or no BIA involvement. | Existing | Other Emergency Management Centers |
| Tribal Governments - Statewide | Tribal TMC-TOC-TIC | This element represents traffic management and transportation information from the Tribal Governments throughout the state. Much like the County, City, and Municipalities, these elements represent functions related to managing the ITS equipment and communicating to others. As each of the Tribals grow in ITS projects or specific communications we will call them out separately as needed in the Statewide Architecture database. | Planned | Traffic Management Center |
| Tribal Governments - Statewide | Tribal TMC-TOC-TIC | This element represents traffic management and transportation information from the Tribal Governments throughout the state. Much like the County, City, and Municipalities, these elements represent functions related to managing the ITS equipment and communicating to others. As each of the Tribals grow in ITS projects or specific communications we will call them out separately as needed in the Statewide Architecture database. | Planned | Transportation Information Center |
| Tribal Governments - Statewide | Tribal Transit Centers | Several of the tribes throughout the state have transit or commuter services provided. This represents those transit management centers. | Existing | Transit Management Center |
| Tribal Governments - Statewide | Tribal Transit Vehicles | Tribal Transit Vehicles - bus services provided through the tribes. | Existing | Basic Transit Vehicle |
| Tribal Governments - Statewide | Tribal Transit Vehicles | Tribal Transit Vehicles - bus services provided through the tribes. | Existing | Transit Vehicle OBE |
| US Customs and Border Protection (CBP) | CBP Website | This element represents the Customs Border Protection (CBP) website. It provides wait times for vehicles when crossing the international border into the US. | Existing | Transportation Information Center |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| US Customs and Border Protection (CBP) | POE Administration Center | (POE) Point of Entry is a 'Border Inspection Administration Center' that represents back-office systems and databases run by domestic and foreign governmental agencies responsible for the regulation of trade, and the enforcement of customs and immigration laws. These agencies include U.S. Department of Homeland Security (DHS) and its counterparts in Canada and Mexico. DHS includes components like Customs and Border Protection (CBP), Immigration and Customs Enforcement (ICE), and Transportation Security Administration (TSA). Other agencies include secondary trade agencies (e.g., U.S. Food and Drug Administration, U.S. Department of Agriculture, other USDOT departments, etc.), and agencies from other trading nations. The systems they manage coordinate activities related to the border crossings. These systems support import/export cargo processing and enforcement operations at the border, including programs such as FAST, Automated Commercial Environment (ACE), Nexus (Canada), SENTRI (Mexico), and US-VISIT. | Existing | Border Inspection Administration Center |
| US Customs and Border Protection (CBP) | POE Data Archive | POE DATA ARchive is the archive data for wait times and other data at the Port of Entry (POE), border protection agency. The 'Archived Data System' collects, archives, manages, and distributes data generated from ITS sources for use in transportation administration, policy evaluation, safety, planning, performance monitoring, program assessment, operations, and research applications. The data received is formatted and tagged with attributes that define the data source, conditions under which it was collected, data transformations, and other information (i.e. meta data) necessary to interpret the data. The archive can fuse ITS generated data with data from non-ITS sources and other archives to generate information products utilizing data from multiple functional areas, modes, and jurisdictions. The archive prepares data products that can serve as inputs to federal, state, and local data reporting systems. | Existing | Archived Data System |
| US Customs and Border Protection (CBP) | POE Data User and ISP Systems | POE 'Data User and ISP Systems' represents the systems users employ to access archived data. The general interface provided allows a broad range of users (e.g. planners, researchers, analysts, operators) and their systems (e.g. databases, models, analytical tools, user interface devices) to acquire data and analyses results from the archive. This physical object does not have any functionality defined in ARC-IT, as it exists outside the system functional boundary | Existing | Archived Data User System |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| US Customs and Border Protection (CBP) | POE Data User and ISP Systems | POE 'Data User and ISP Systems' represents the systems users employ to access archived data. The general interface provided allows a broad range of users (e.g. planners, researchers, analysts, operators) and their systems (e.g. databases, models, analytical tools, user interface devices) to acquire data and analyses results from the archive. This physical object does not have any functionality defined in ARC-IT, as it exists outside the system functional boundary | Existing | CVO Information Requestor Center |
| US Customs and Border Protection (CBP) | POE Data User and ISP Systems | POE 'Data User and ISP Systems' represents the systems users employ to access archived data. The general interface provided allows a broad range of users (e.g. planners, researchers, analysts, operators) and their systems (e.g. databases, models, analytical tools, user interface devices) to acquire data and analyses results from the archive. This physical object does not have any functionality defined in ARC-IT, as it exists outside the system functional boundary | Existing | Other Transportation Information Centers |
| US Customs and Border Protection (CBP) | POE Roadway Inspection Systems | (POE) Port of entry Inspection systems and equipment represents data systems used at the border for the inspection of people or goods. It supports immigration, customs (trade), agricultural, and FDA inspections as applicable. It includes sensors and surveillance systems to identify and classify drivers and their cargo as they approach a border crossing, the systems used to interface with the back-office administration systems and provide information on status of the crossing or events. This element includes systems that support programs such as FAST, ACE, and Nexus. The Automated Commercial Environment (ACE) which is the commercial trade processing system for US Customs and Border Protection, supporting import/export cargo processing and enforcement operations at the border. Equipment might include electronic tag readers, identity card readers, or computer systems holding data on vehicles or travelers. | Existing | Border Inspection System |

| Stakeholder | Element Name | Element Description | Element Status | Associated Physical Objects |
|---|---|---|---|---|
| US Customs and Border Protection (CBP) | POE Roadway Inspection Systems | (POE) Port of entry Inspection systems and equipment represents data systems used at the border for the inspection of people or goods. It supports immigration, customs (trade), agricultural, and FDA inspections as applicable. It includes sensors and surveillance systems to identify and classify drivers and their cargo as they approach a border crossing, the systems used to interface with the back-office administration systems and provide information on status of the crossing or events. This element includes systems that support programs such as FAST, ACE, and Nexus. The Automated Commercial Environment (ACE) which is the commercial trade processing system for US Customs and Border Protection, supporting import/export cargo processing and enforcement operations at the border. Equipment might include electronic tag readers, identity card readers, or computer systems holding data on vehicles or travelers. | Existing | Transportation Information Center |
| US Customs and Border Protection (CBP) | US Border Patrol Dispatch | This element represents the emergency dispatch of border patrol vehicles at the US and Arizona borders. Basically, this is the law enforcement dispatching center. | Existing | Emergency Management Center |
| US Customs and Border Protection (CBP) | US Border Patrol Dispatch | This element represents the emergency dispatch of border patrol vehicles at the US and Arizona borders. Basically, this is the law enforcement dispatching center. | Existing | Enforcement Center |
| US Customs and Border Protection (CBP) | US Border Patrol Vehicles | US Border Patrol law enforcement vehicles. | Existing | Emergency Vehicle OBE |
| US Immigration and Customs Enforcement (ICE) | US VISIT System | US-VISIT is a U.S. Department of Homeland Security program to verify the identity of incoming visitors and confirm compliance with visa and immigration policies. Allows CBP officers to match the incoming visitor's biometric identity with the biometric information stored on their Visa. This element represents the database systems that hold, and can share, the traveler information. | Existing | Border Inspection System |