

RESOLUTION NO. 06-01

ADOPTING THE SHASTA COUNTY
REGIONAL INTELLIGENT TRANSPORTTION SYSTEM (ITS)
ARCHITECTURE AND STRATEGIC DEPLOYMENT PLAN

WHEREAS, the Shasta County Regional Transportation Planning Agency (RTPA) is a Metropolitan Planning Organization (MPO), pursuant to Federal Regulation #23CFC940; and

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

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

WHEREAS, the Shasta County Regional Intelligent Transportation System (ITS) Architecture and Strategic Deployment Plan demonstrates that Shasta County Regional Transportation Planning Agency is in compliance with the National ITS Architecture and the USDOT-adopted ITS Standards in order to be eligible for future Highway Trust Funds and the Mass Transit Account; and

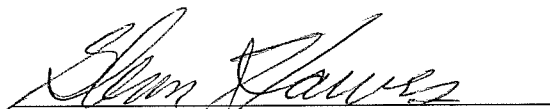
WHEREAS, Shasta County Regional Transportation Planning Agency recognizes that Intelligent Transportation System solutions can enhance the safety, throughput, and quality of the Shasta County Transportation System; and

WHEREAS, Shasta County Regional Transportation Planning Agency recognizes the value of coordinating and integrating ITS solutions with neighboring counties and regions; and

WHEREAS, Shasta County Regional Transportation Planning Agency is committed to promoting the integration of ITS solutions into future amenable projects as appropriate; and

WHEREAS, Shasta County Regional Transportation Planning Agency is committed to updating and maintaining its county-level ITS Project Architectures as new ITS projects are planned, in addition to associated updates at the region (District 2) level, thereby assuring integrity and integration of the District 2 Intelligent Transportation System (ITS) Architecture and Strategic Deployment Plan.

NOW, THEREFORE, BE IT RESOLVED that the Shasta County Intelligent Transportation System (ITS) Architecture and Strategic Deployment Plan is approved this 28th day of February 2006, by the Shasta County Regional Transportation Planning Agency.



Glenn Hawes, Chairman
Shasta County Regional
Transportation Planning Agency

REPORT TO SHASTA COUNTY RTPA

SUBJECT		MEETING DATE	ITEM NUMBER
Adopt the 2006 Regional Intelligent Transportation System (ITS) Architecture Plan for Shasta County		02/28/06	3-3

RECOMMENDATION

It is recommended that the Agency:

- (1) Adopt Resolution 06-01 adopting the Shasta County Regional Intelligent Transportation System (ITS) Architecture Plan; and
- (2) Authorize the Executive Officer to make technical corrections in response to any late agency comments or on an as needed basis.

SUMMARY

The Shasta County Regional ITS Architecture Plan is a comprehensive document that is updated when necessary and has a twenty-year horizon. In concert with Caltrans District 2, a working group of major regional stakeholders was assembled to identify needs and prospective solutions for incorporation in this plan. This outreach process included an initial needs assessment meeting at the beginning of the project, subsequent interviews with key stakeholders over the past year, and a final stakeholder validation meeting in early 2006. The process resulted in a draft plan that is responsive to interests of local, state, and federal agencies, local transportation stakeholders, and general citizen needs. Adoption of the staff recommendation will complete the architecture construction and planning process and allow for continuation of federal funding qualification.

DISCUSSION

The format of the updated ITS Plan (RTP) is consistent with 23 CFR Part 940, outlining Intelligent Transportation System Architecture and Standards. Going forward, all regional ITS projects shall conform to the plan requirements and standards. Where requirements and standards do not exist, the plan will be maintained/updated to assure the architecture includes new or updated projects. This document provides a common framework (template) for achieving ITS interoperability. Approval of the plan means that stakeholders that are currently implementing ITS projects shall benefit from an adopted regional ITS architecture. Without such architecture the use of highway trust funds is not allowed.

The ITS plan comprises an architecture which satisfies a defined set of user service needs, as identified in stakeholder outreach activities. At the project level, the ITS architecture provides a standard framework for identifying institutional agreements and technical integration necessary to interface identified ITS projects with other ITS projects and systems within Shasta County.

This architecture plan includes descriptions and scopes of fifteen projects. Each project includes an operational concept that identifies roles and responsibilities of participating agencies, documents both the functional and

interface requirements, and proposes standards that must be met to promote system integration, interoperability, and data reciprocity.

This ITS Plan is consistent with Shasta County's Regional Transportation Plan (RTP). It is also a subset of the broader Caltrans District 2 ITS Architecture, and the California Oregon Advanced Transportation System (COATS) architecture.

A copy of the ITS Plan is available for review at the RTPA office, and will be posted on our website after adoption. Copies can be provided to Agency members upon request. (Document in three-inch binder)

OTHER AGENCY INVOLVEMENT

The ITS Plan was developed in cooperation with Shasta County, Caltrans, the cities of Redding, Shasta Lake and Anderson, Redding Area Bus Authority (RABA), area transit providers, Federal Land Agencies and public safety agencies. Two stakeholder meetings and several stakeholder interviews were conducted that included local, state, and federal agencies, transit, California Highway Patrol, and the Shasta County Sheriff's Office. Over 150 invitations to each meeting were sent to those considered stakeholders in Shasta County.

Public comments gathered during the stakeholder sessions have been incorporated in the draft. Advertisements of the opportunity to comment on the Plan were placed in the Record Searchlight. Comments were received from Caltrans, the three cities, public school transportation agencies, the National Park Service, RABA, and public safety agencies (Sheriff's Office of Emergency Services, SHASCOM, Redding Police Department, CHP). These comments, as well as any received up to and including February 28, 2006, will be included in the final document.

If comments are received after the agenda deadline that significantly change the major themes of the Plan, it will be brought to the Agency's attention. However, this is not anticipated. Ongoing changes to the architecture (i.e. new projects or updates to existing projects) will be amended to this "living" document as defined in the architecture maintenance plan included in this document.

FINANCIAL IMPACT

The ITS Plan is a requirement to get ITS projects funded with highway trust funds. Where known or anticipated, additional funding sources are defined at the project level. These funds could include a mix of various grants, Federal Transit Agency (FTA) funding, California Homeland Security funds, State Transportation Improvement (STIP) funds, and State Highway Operation and Protection Plan (SHOPP) funds.

Daniel J. Kovacich, Executive Officer

TLH/jac

Attachment: Resolution No. 06-01

TABLE OF CONTENTS

Introduction

Acknowledgements

Acronyms

Executive Summary

Section 1: The SHASTA COUNTY “ Region”

Section 2: SHASTA COUNTY ITS Inventory, Transportation Needs, & User Service Objectives

ITS Needs Assessment

User Service Objectives

Needs vs. Objectives Reconciliation

ITS Inventory

Section 3: SHASTA COUNTY ITS Project Plans

Project 1: Closed Circuit Television (CCTV) Network

Project 2: En-route Driver Information

Project 3: Speed and Hazard Warning

Project 4: Road Weather Information (RWIS) Applications

Project 5: Animal Detection and Warning Systems

Project 6: Cellular Communications Network

Project 7: Public Transportation Vehicle Location (AVL) & Tracking

Project 8: Transit / Traveler Information System

Project 9: Smart Card for Transit, Parking, and Local Access

Project 10: Transit Management Center ITS Infrastructure

Project 11: Bike & Pedestrian Street Crossing and Safety Enhancements/ Traffic
Signal Coordination

Project 12: Emergency Response System(s)

Project 13: Traffic Management Systems/Centers

Project 14: Geographic Information Systems (GIS) for Transportation
Operations, Traveler Information, Maintenance, Incident
Response, and Law Enforcement

Project 15: Commercial Vehicle Operations (Goods Movement ITS Systems)

Section 4. Architecture Maintenance and Updates

Section 5. Statewide Architecture Integration

INTRODUCTION

In the fall of 2004, the Shasta County Regional Transportation Planning Agency (SCRTPA) determined to collaborate with Caltrans District 2 on the development and publication of a **Shasta County Intelligent Transportation System (ITS) Architecture and Deployment Plan**. This regulatory-mandated document (23 CFR 940) was to serve as a “framework” against which various electronics, communications, and information processing systems and hardware devices could be deployed to improve the safety and efficiency of the County’s surface transportation system. The scope of this “architecture” includes roadway applications, traffic management center applications, emergency and disaster response applications, transit service applications, and traveler information applications. Geographically, it focuses on the ITS devices and systems located in Shasta County. Functionally, however, the scope of this plan expands to incorporate linkages with adjacent counties and/or agencies that are interdependent with Shasta County for traveler information, emergency response, etc.

Strategically, the Shasta County ITS Architecture targets the two primary ITS objectives as cited in the definition of ITS (23 CFR 940.3) -- “.....to improve the efficiency or safety of a surface transportation system.” This architecture poses two strategic directions to address the existing rural, and anticipated urban challenges to the County’s roadway infrastructure

The Rural Roadways of Shasta County are challenged with non-recurring congestion incidents (e.g. accidents, slides, flooding, heavy snowstorms, chain-up requirements, roadway construction) and safe driving challenges (i.e. site-specific roadway hazards, foggy stretches of roadway, construction zones, etc.). This plan identifies, and poses ITS strategies to address these rural roadway challenges.

Concurrently, the emerging urban character of Shasta County’s “South Central Region” (Redding Metro Area) poses new challenges and strategic responses to anticipate recurring congestion along the I-5 Corridor, SR 299, and SR 44 in the Redding area. With a burgeoning population estimated to reach 250,000 by 2025, Shasta County has a unique opportunity to pre-plan, and strategize its surface transportation network to accommodate mobility challenges 20 years out. Proposed ITS deployments will support the County’s (and Caltrans’) responses to these emerging traffic pressures.

From highways, county roads, and city street systems to fire, police, and medical emergency vehicle systems, to fixed route transit and demand-responsive paratransit public transportation systems, this plan describes existing as well as visionary ITS solutions to transportation needs identified by Stakeholders throughout the County. The staff of SCRTPA has conducted introductory and follow-on Stakeholder meetings to establish a broad, integrated baseline vision of prospective ITS solutions across the spectrum of transportation services in Shasta County. While budgetary constraints prevent near-term deployment of many of those solutions, it is the intent of SCRTPA to create this planning document for rational, prioritized deployments as resources, technologies, demographics and Stakeholder needs dictate.

It is further important to remember that this architectural document provides a framework for ITS deployment. It is a dynamic document, requiring regular reviews and updates as solutions are implemented, needs change, or external requirements impose new demands or opportunities. It is the earnest desire of SCRTPA that this document provide educational and strategic value to transportation planners as well as the public at large.

ACKNOWLEDGEMENTS

The creation of the SHASTA COUNTY ITS Strategic Deployment Plan was a collaborative, multi-jurisdictional effort. Completion of the planning process was due largely to the time devoted by staff members of the SHASTA COUNTY Regional Transportation Planning Agency (RTPA), and Operations, Engineering, and Planning staff at Caltrans District 2. Additional participating stakeholders from the County included representatives from:

- Whiskeytown National Recreation Area, U.S. Department of Interior
- California Division of Forestry (CDF)
- California Highway Patrol (CHP)
- City of Redding, Redding Fire Department (RFD)
- City of Redding, Redding Police Department (RPD)
- City of Redding, Planning Department
- City of Redding, Redding Area Bus Authority (RABA)
- City of Shasta Lake
- City of Anderson
- Shasta County Sheriff's Department
- Shasta County Department of Public Works
- Shasta Senior Nutrition Programs (SSNP)
- California Trucking Association (CTA)
- SHASCOM

Additionally, the Plan would not have been possible if it had not received diligent, thoughtful review and comment from the California Department of Transportation Coordinator for ITS and the Statewide ITS Architecture – Mr. William Tournay, Senior Transportation Planner in the Division of Planning in Sacramento. Special thanks also goes to Mr. Frank Cechini, U.S. Federal Highway Administration, Sacramento, for his review and guidance relative to the structure and methodology in creating the plan.

Appreciation is also extended to Mr. Paul Page, Federal Transit Administration, and other members of FTA's staff in Sacramento for their review and counsel.

EXECUTIVE SUMMARY

The Changing Planscape of Shasta County

Shasta County's predominantly rural transportation environment is characterized by dramatic topographical diversity, and by significant impacts of seasonal, local weather conditions. In many areas, long distances between cities and communities, rugged terrain, rockslide hazards, open range and abundant wildlife add to the driving challenges. Main transportation routes pass directly through small towns and communities, affecting quality of life and local economies. Long-distance trucking and transiting of tourists through the region account for a significant portion of the traffic on the major North-South, I-5 Corridor, and the East—West SR299 and SR44 Corridors. Communities close to the County's abundant recreational areas also experience seasonal substantial congestion challenges. Recent, continual population surges in the Redding Metro Area (or "South Central Region" of the County as it is known) also challenge the County as it has transitioned to Metropolitan Planning Organization (MPO) status. Forecasts put the County's population at close to 250,000 by 2025, with the bulk of that population concentrated along a 30-mile stretch of the I-5 Corridor through Shasta Lake City, Redding, Anderson, and the community of Cottonwood.

What is the purpose of this Plan?

The primary purpose of this Plan is to identify and facilitate deployments of ITS technologies across Shasta County in order to maximize safety and efficiency of its regional transportation system. Strategic deployment of ITS solutions in Shasta County should result in capital and operating cost efficiencies in the District, along with performance improvements in existing and planned highway infrastructure. This Plan also identifies areas where there should be coordination with other regional ITS Architectures/Plans, adjoining Districts, neighboring states, and other affected, public and private entities.

Benefits of the Plan?

Consistent with the State's recently inaugurated, "**Go California**" Initiative, this Plan focuses on ITS Deployment Strategies to:

- ◆ Provide improved Traveler Information;
- ◆ Improve Traffic Control (especially in the burgeoning population center along Redding's I-5 Corridor);
- ◆ Improve Incident Management and Response Times (including Freeway Service Patrols as traffic levels dictate);
- ◆ Improve En-Route Driver Information and Safe Driving Behaviors with more accessible roadway and driving condition information;
- ◆ Improve Transit Operating Efficiency and Service Quality through electronic and telecommunications technology deployments.
- ◆ Improve Land Use and Transportation System Planning through increased access to traffic activity, incident, and demographic information.

The benefits to Shasta County of ITS deployments resulting from this ITS Strategic Deployment Plan (SDP), will derive mainly from enhanced travel safety and efficiency, facilitation of tourism, quality of community life, and protection of the natural environment. As such, it provides a framework to:

- ◆ Identify service needs and priorities of County stakeholders;
- ◆ Support deployment of ITS technology appropriate to the County;
- ◆ Promote and facilitate regional and local ITS planning and incorporation in Regional Transportation Plans for Shasta County and municipalities within;
- ◆ Support development and pursuit of ITS project funding strategies.

What does the Plan contain and how is it used?

This Plan and associated ITS architecture exhibits also assure Shasta County compliance with the provisions of 23 CFR §940.9, governing the creation and formatting of Regional ITS architectures. Accordingly, it incorporates eight key elements:

- ◆ Description of the characteristics and transportation environment in the region [23 CFR 940.9 ¶ d (1)];
- ◆ Identification of affected and/or contributing agencies and stakeholders [23 CFR 940.9 ¶ d (2)];
- ◆ Identification of roles and responsibilities for operational concepts developed [23 CFR 940.9 ¶ d (3)];
- ◆ Partnerships and institutional agreements for deployment and operations [23 CFR 940.9 ¶ d (4)];
- ◆ High-level functional requirements of candidate ITS solutions [23 CFR 940.9 ¶ d (5)];
- ◆ System interfaces and information flow [23 CFR 940.9 ¶ d (6)];
- ◆ Applicable ITS standards [23 CFR 940.9 ¶ d (7)];
- ◆ Project Timing / Implementation Sequence [23 CFR 940.9 ¶ d (8)].

The Shasta County ITS Plan can be easily used and updated by Caltrans District 2 ("District 2"), Shasta County MPO, and local transportation authorities -- the custodians of the plan and regional ITS architecture. Shasta County's Metropolitan Planning Organization (MPO) can supplement its Regional Transportation Plan (RTP) with ITS addenda by extracting and inserting ITS project descriptions directly into the RTP.

The Shasta County plan will be updated at regular intervals as new ITS solutions or projects emerge, or existing ones are amended. This process is described in the section on the Caltrans District 2 ITS Architecture Maintenance Plan, and it applies to Shasta County as well as the other six counties in District 2. District 2 is tasked with supporting maintenance of the District-wide, as well as county architectures. The architecture database is hosted in Microsoft Access and Turbo Architecture software, while District/regional and County/project architecture "interconnect" diagrams and project descriptions are hosted in Microsoft Visio and PowerPoint.

This "living" ITS architecture/plan will afford an ongoing ability to document progress of ITS deployments and integration in the region, and provide a platform to justify needs for more ITS resources in other planning documents. As such, **the regional ITS architecture must be continually maintained and updated as new projects emerge or existing projects are altered. This maintenance role is a jointly-owned responsibility between District 2, Shasta County MPO, and RTPA's of adjoining counties.**

Identifying and Meeting Stakeholder Needs

- ◆ The Shasta County ITS Architecture is based on transportation needs and concerns articulated by principal public and private stakeholders, as well as Shasta County's MPO and various State and Federal agencies having jurisdiction in the region. This plan also recognizes, and seeks to address the needs for linkages with adjoining (or affected) Counties, Districts, States, and ITS Planning Regions,

as well as Caltrans' Statewide ITS Architecture. Following is a brief listing of major Stakeholders in the ITS planning process:

Principal transportation planning authorities:

- ◆ Shasta County Regional Transportation Planning Agency (MPO)
- ◆ City of Redding Planning Department
- ◆ City of Shasta Lake Planning Department
- ◆ City of Anderson Planning Department
- ◆ Caltrans District 2, Division of Planning

Federal agencies with operational or regulatory jurisdiction in the region:

- ◆ U.S. Federal Highway Administration (FHWA)
- ◆ Federal Transit Administration (FTA)
- ◆ Bureau of Land Management (BLM)*, U.S. Department of Interior
- ◆ National Weather Service*, National Oceanic and Atmospheric Administration (NOAA)
- ◆ National Park Service (NPS) Lassen Volcanic National Park and Whiskeytown-Shasta-Trinity National Recreation Area, U.S. Department of Interior
- ◆ U.S. Forest Service (USFS) Shasta-Trinity National Forest, U.S. Department of Agriculture*
- ◆ U.S. Department of Justice (DOJ)
- ◆ Federal Emergency Management Agency (FEMA)
- ◆ Bureau of Indian Affairs, U.S. Department of Interior
- ◆ U.S. Fish and Wildlife Service, U.S. Department of Interior
- ◆ Other

California State agencies with jurisdiction in the region:

- ◆ California Department of Transportation (Caltrans), District 2
- ◆ Caltrans, Division of Research & Innovation
- ◆ Caltrans, Division of Traffic Management
- ◆ Caltrans, Division of Information Technology
- ◆ California Highway Patrol
- ◆ Governors Office of Emergency Services
- ◆ California Office of Traffic Safety
- ◆ California State Parks
- ◆ California Department of Fish and Game
- ◆ California Division of Tourism
- ◆ California Division of Forestry

Local Municipalities and County Government Agencies:

- ◆ City of Redding, Fire Department
- ◆ City of Redding, Police Department
- ◆ City of Anderson, Fire Department
- ◆ City of Anderson, Police Department
- ◆ City of Shasta Lake, Fire Department
- ◆ City of Shasta Lake, Police Department
- ◆ Shasta Senior Nutrition Programs (SSNP)
- ◆ County of Shasta, Department of Public Works
- ◆ County of Shasta, Public Health Department (Disaster Response)
- ◆ Shasta County Sheriff's Department
- ◆ SHASCOM, Emergency Response Center

- ◆ Shasta County schools transportation service providers (SUHSD, AUHSD, GUSD, County Office of Education, Elementary School Districts, etc.)

Other stakeholder organizations:

- ◆ Shasta-Cascade Wonderland Association*
- ◆ California Trucking Association*
- ◆ American Association of Retired Persons (AARP)*
- ◆ California State Automobile Association (AAA)
- ◆ Chambers of Commerce (Redding, Anderson, City of Shasta Lake, Shingletown, Burney, Fall River Mills)
- ◆ Other

Relevant Strategic Deployment Plans and Statewide Planning Initiatives

It is important that this Plan identify the ITS solutions and specific "points" where the County's ITS Architecture should have "connectivity" with adjacent ITS strategic deployment plans, and/or be complementary with Caltrans', broader Statewide ITS Architecture. These connectivities will support California statewide ITS integration, and will require inter-agency cooperation and various memoranda of agreement and understanding



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Goals and Approach of this Strategic Deployment Plan

Simply stated, the Shasta County ITS Architecture/SDP adheres to the following goals in its approach:

- ◆ **Region-Specific Needs Assessment** – Develop and Prioritize Understood and Accepted ITS Needs and Service Objectives which support Local and County-level Transportation Systems.
- ◆ **Relevance of ITS Solutions** - Base the plan on ITS solutions that recognize the unique transportation environment in the region.
- ◆ **Usefulness of the Plan** - Provide useful planning information and technical guidance to support local and regional transportation planning and ITS deployment activities.
- ◆ **Regulatory Compliance** - Conform to the requirements and guidance of the National ITS Architecture and associated regulations (23 CFR 940).
- ◆ **Ease of Plan Maintenance** - Organize the plan so that it may be updated as needs, deployments, and technologies evolve.
- ◆ **Conformance with the Regional Transportation Plan Vision, Goals and Objectives** - Enable the stakeholders to

achieve their planned ITS goals and expectations as expressed in the Shasta County Regional Transportation Plan (RTP).

ITS Solutions—A Framework for the Plan

Conceptual Candidate ITS solutions and Project Plans were developed for planning purposes. These candidate solutions focus on the specific stakeholder needs and the unique transportation environment of Shasta County. Together, the ITS solutions address Needs and User Service Objectives (USO's) adopted by the Shasta County RTPA. Most of the USO's are served by two or more of the candidate ITS solutions.

The Project Plans incorporate one or more Candidate ITS Solutions, and follow a standard template outline:

- ◆ Solution Description
- ◆ Key Stakeholders*
- ◆ Background Discussion
- ◆ Description Need(s) Driving the Solution(s)
- ◆ Identification of Specific Stakeholder Needs Addressed
- ◆ Identification of Specific User Service Objectives Addressed
- ◆ Solution Description, including ITS Devices employed, Locations of deployments, etc.
- ◆ Physical Investments – Existing and To-Be-Purchased
- ◆ National ITS Architecture Components Addressed: User Service(s); Subsystem(s); Market Package(s); Equipment Package(s).
- ◆ System Connectivity(s)*
- ◆ Political/Regulatory Jurisdictions Involved
- ◆ Other ITS Architectures / Plans that are Impacted
- ◆ Interface Requirements and Information Exchanges Involved in Solution(s)*
- ◆ ITS Standards (Communications, Human Factor, Hardware/Software Specifications)*
- ◆ System Functional Requirements (i.e. description of what each ITS application is supposed to deliver)*
- ◆ Operational Concept, identifying roles and responsibilities of participating agencies and stakeholders*
- ◆ Funding Sources
- ◆ Formal Agreements Required between Agencies and/or Private Entities*
- ◆ Timeline (i.e. Short-term, Mid-term, Long-term) and Rationale
- ◆ Risks and Mitigation Strategies
- ◆ Project Priority and Rationale
- ◆ Sequence of ITS Deployments/Installations*
- ◆ Expected Benefits (Qualitative and Quantitative)
- ◆ Measures of Effectiveness of ITS Deployments (i.e. Performance Standards / Success Criteria)

This “candidate-ITS-solutions” framework should provide regional transportation planning authorities with specific information for use in regional transportation planning and in specific ITS projects.

The Statewide, District (Regional) and County-level (Local) ITS Architectures

Network architectures are presented/diagrammed for the selected ITS solutions, identifying communications and functional links between:

- Actual ITS hardware devices;
- Stakeholders with immediate functional responsibilities; and,
- Data Platforms (e.g. websites, phone-based information access sites) and/or Communications Systems.

County-level architectural diagrams were developed according to the communication linkages of, and between local stakeholders.

How is this SDP Organized?

Section 1: Description of the Region – Shasta County. This section describes the region's physical and economic characteristics, and provides the reader an idea of the transportation environment in which the SDP will be implemented.

Section 2: Shasta County ITS Inventory, Needs Assessment, and User Service Objectives. The roadway transportation infrastructure and identified stakeholder needs are summarized in this section to give a basis for the Plan's practicality. User Service Objectives (USO's) are also included to identify alternative, potential solutions to address identified Stakeholder Needs vis-à-vis current and proposed inventories.

Section 3: Solutions / Project Plans - ITS solutions selected for the County are presented in ITS Project Plan format(s). The reader can take from this section the general nature and implementation time frame of each solution..

Section 4: Architecture Maintenance Plan.

Shasta County's ITS Plan is integrally linked with the broader, Caltrans District 2 ITS Architecture and Plan. Its updates and maintenance are described in the Caltrans District 2 Architecture Maintenance Plan (most recent Draft version dated 2/06/06).