

<b>Component</b>			<b>Source</b>
<b>Service</b>	<b>Function</b>	<b>Sub-Function</b>	<b>Requirement</b>
State Patrol Dispatch Center			
IM			
	MIRP		
		CRI	
		6.2.3.001	Incidents shall be classified based on incident data. GGO 20.10.1
		6.2.3.002	Incidents shall be classified according to standard categories. (Rational: Requirements specify a wide range of classifications which are covered by this standard e.g., HAZMAT chemical spills, breakdown/disable vehicle, accidents within injuries, major events). USR 5.1.2.2.3, 5.1.1.1,4
		6.2.3.003	Incident reports for each incident shall be retained in an incident file. Derived
		DAI	
		6.2.1.001	Incidents shall be detected and incident data collected for planned (predicted) incidents. USR 1.7.1, 1.7.1.1, 1.7.1
		6.2.1.002	Incidents shall be detected and incident data collected for unplanned incidents. USR 1.7.1, 1.7.1.2,4.5.1
		6.2.1.003	Incidents shall be detected using incident data collected from public safety sources (e.g. police, fire, medical personnel, etc.). MnE 3.4.4, USR 1.7.1.1.
		6.2.1.004	Incidents shall be detected using incident data collected from media sources. USR 1.7.1.1.1, 1.7.1.2.1
		6.2.1.005	Incidents shall be detected using incident data collected from weather information sources. USR 1.7.1.1.1, 1.7.1.2.1
		6.2.1.007	Incidents shall be detected using incident data collected from sponsors of special events. USR 1.7.1.1.1
		6.2.1.008.a	Incidents shall be detected using incident data collected from Mayday Service providers. Derived
		6.2.1.009	Incidents shall be detected using incident data collected from travelers. MnE 51.2, USR 1.7.1.2.
		6.2.1.010	Incidents data shall be detected using incident data collected from traffic control agencies. USR 1.7.1.1.1, 1.7.1.2.1
		6.2.1.013	Incidents shall be detected using incident data collected via in-vehicle alert/mayday systems and sensors. MnE 5.3.3
		6.2.1.014	Incidents shall be detected using incident data collected via telephone. USR 2.4.4.1

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	6.2.1.015	Incidents shall be detected using incident data collected via alarm systems (e.g. fire, security, panic).	USR 2.4.2.2, 2.4.4.2, M
	6.2.1.018	Incident data shall include type of incident classification.	USR 1.7.1.1.2, 1.7.1.2.2,
	6.2.1.019	Incident data shall include location.	USR 1.7.1.1.2, 1.7.1.2.2,
	6.2.1.020	Incident data shall include severity.	USR 4.5.1.2
	6.2.1.021	Incident data shall include time of occurrence.	USR 4.5.1.2
	6.2.1.022	Incident data shall include material involved.	USR 5.1.1.3, GGO 20.10
	6.2.1.023	Upon receipt of incident data, an incident acknowledgement message shall be sent to the reporting source of the incident.	USR 5.1.1.3
	6.2.1.024	An incident acknowledgement message shall contain verification that the incident data has been received.	MnE 5.2, 5.2.1, 5.2.2
	6.2.1.025	An incident acknowledgement message shall contain estimated time when help will arrive.	MnE 5.3.1, MCTO 4/24/
	6.2.1.026	Incident detection shall be available 24 hours/day, 7 days/week.	Derived
<b>IRPPR</b>			
	6.2.4.001	Response plans and response procedures shall be selected and implemented based on the most current incident data.	USR 1.7.3, 1.7.3.1, 4.5.2
	6.2.4.002	Response plans and response procedures shall provide for coordination of all responding agency activities at the incident scene pertaining to patient care.	MnA 3.2.1
	6.2.4.003	Response plans and response procedures shall provide for coordination of all responding agency activities at the incident scene pertaining to traffic flow control.	MnA 3.2.1
	6.2.4.004	Response plans and response procedures shall provide for coordination of all responding agency activities at the incident scene pertaining to incident clearing and removal.	MnA 3.2.1
	6.2.4.005	Resource requests shall be sent to the appropriate agencies based on the response plans and response procedures that have been selected to resolve the incident.	Derived

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	6.2.4.006	A resource request shall contain, the most current incident data.	Derived
	6.2.4.009	A travel conditions request shall be generated to request travel conditions information along a primary or alternate response route.	Derived
	6.2.4.010	Response routes shall be selected based on the most current incident data and tailored travel conditions for that response route.	USR 5.2.2.2
	6.2.4.0 11	Emergency response vehicles and personnel shall be advised of travel conditions along the response route. (Rationale: reduce response time to an incident by helping emergency vehicles avoid delays due to travel conditions).	Derived
	6.2.4.015	A resource cancellation shall be issued for any incident response resource that is no longer needed to respond to an incident.	Derived
<b>MIL</b>			
	6.2.6.00 1	Incident log reports shall be generated based on data stored in the incident log.	MnA 3.4.5
	6.2.6.002	Incident log reports shall be generated based on user defined criteria for one or more incidents to support key stakeholder agencies.	MnA 3.4.1,3.2.2,3.3
	6.2.6.004	Incident information shall be accessible by mobile data terminals.	MnA 3.4.3, 3.4.4
	6.2.6.004.a	Incident information shall be accessible by agency computers.	Derived
	6.2.6.005	Incident history information shall be generated from incident reports and incident files contained in the incident log. (Rationale: This information will be used for analysis purposes to determine if changes are needed to existing response plans, procedures and routes, or if a new response pan, procedure or route needs to be developed.).	MnA 3.4.5, USR 1.7.2
	6.2.6.006	Incident conditions shall be generated based on incident data and incident response status.	USR 1.7.3.3, Derived
	6.2.6.012	Incident conditions shall identify type of incident.	Derived
	6.2.6.013	Incident conditions shall identify location.	USR 4.5.1.2
	6.2.6.014	Incident conditions shall identify severity (e.g. number of lanes blocked or other factors that would require traffic rerouting).	Derived

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	6.2.6.015	Incident conditions shall identify time of occurrence.	USR 4.5.1.2
	6.2.6.016	Incident conditions shall identify estimated time until incident cleared.	Derived
	6.2.6.018	Incident information shall be retained for TBD years.	Derived
	6.2.6.019	Incident information and shall be provided on a need-to-know basis.	Derived
<b>MMR</b>			
	6.2.2.003	A mayday request shall be accepted for medical assistance.	MnE 5.1.1, USR 5.1.1.1
	6.2.2.004	A mayday request shall be accepted for highway assistance.	MnE 5.1.1, USR 5.1.1.1
	6.2.2.005	A mayday request shall be accepted for fire.	MnE 5.1.1, USR 5.1.1.1
	6.2.2.006	A mayday request shall be accepted for police.	MnE 5.1.1, USR5.1.1.1
	6.2.2.017	Upon receipt of a mayday request or cancellation, an acknowledgement message shall be sent to the Mayday Service requestor.	USR 5.1.1.3, GGO 20.10
	6.2.2.018	A mayday acknowledgement message shall contain, verification that the request or cancellation for help has been received.	USR 5.1.1.3
	6.2.2.019	A mayday acknowledgement message shall contain, estimated time when help will arrive.	MnE 5.2,5.2.1,5.2.2
	6.2.2.020	The distribution profile shall contain the user-specific parameters needed to format and transmit a mayday acknowledgement to the user, including mayday device (e.g.; phone, other device).	Derived
	6.2.2.021	The distribution profile shall contain the user-specific parameters needed to format and transmit a mayday acknowledgement to the user, including mayday device address (e.g. phone number, device address).	Derived
<b>TRP</b>			
	6.2.5.001	Incident response status shall include estimated time of arrival of responding resources.	MnE 5.2,5.2.2
	6.2.5.002	Incident response status shall include current step in the response procedure.	Derived
	6.2.5.003	Incident response status shall include estimated time to removal and clearing of incident.	USR 1.7.1.2.2

<b>Component</b>	<b>Service Function</b>	<b>Sub-Function</b>	<b>Requirement</b>	<b>Source</b>
		6.2.5.006	Estimated time of arrival shall be sent to mayday service users, people who have reported incidents, and agencies participating in the incident response until the responding resource arrives at the scene.	MnE 5.2.1
		6.2.5.007	Incident response status shall be monitored and updated continuously until an incident is closed.	USR 1.7.1.2.2
		6.2.5.009	Incident response status for each incident shall be stored and maintained in the incident log.	Derived
<b>MIRS</b>				
	<b>MIRA</b>			
		6.3.1.001	Resource assignments shall be used to manage assignment of emergency medical resources, from multiple agencies and multiple jurisdictions.	GGO 2 1.5.4, Derived
		6.3.1.002	Resource assignments shall be used to manage assignment of emergency fire resources, from multiple agencies and multiple jurisdictions.	GGO 2 1.5.4, Derived
		6.3.1.003	Resource assignments shall be used to manage assignment of emergency police resources, from multiple agencies and multiple jurisdictions.	GGO 2 1.5.4, Derived
		6.3.1.004	Resource assignments shall be used to manage assignment of highway maintenance resources, from multiple agencies and multiple jurisdictions.	GGO 2 1.5.4, Derived
		6.3.1.005	Resource assignments shall be used to manage assignment of highway service (e.g. Highway Helper) resources, from multiple agencies and multiple jurisdictions.	GGO 2 1.5.4, Derived
		6.3.1.007	Resource assignments shall include vehicle assignments.	USR 5.2.1
		6.3.1.008	Resource assignments shall include personnel assignments.	Derived
		6.3.1.009	Resource assignments shall include equipment assignments.	Derived
		6.3.1.010	Vehicle assignments shall include jurisdictional assignment of vehicles to facilities and districts (e.g. fire station).	Derived
		6.3.1.011	Vehicle operational assignments shall include assignment of vehicles to incidents, patrols, maintenance, or training.	USR 1.7.2.2, 1.7.2.3
		6.3.1.012	Vehicle assignment status shall be maintained for each vehicle.	Derived

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	6.3.1.013	Personnel assignments shall include capability of assignment of personnel to vehicles.	Derived
	6.3.1.014	Personnel assignments shall include jurisdictional assignment of personnel to facilities and districts (e.g. fire station).	Derived
	6.3.1.015	Personnel assignments shall include operational assignment of personnel to available, incidents, training, or other.	Derived
	6.3.1.016	Personnel assignment status shall be maintained for each individual.	Derived
	6.3.1.017	Equipment assignments shall include assignment of equipment to vehicles.	Derived
	6.3.1.018	Equipment assignments shall include jurisdictional assignment of equipment to facilities and districts (e.g. fire station).	Derived
	6.3.1.019	Equipment assignments shall include assignment of equipment to personnel.	Derived
	6.3.1.020	Equipment assignment status shall be maintained for each piece of equipment.	Derived
	6.3.1.021	Equipment assignments shall include operational assignment of equipment to available, incidents, maintenance, or training.	Derived
	6.3.1.022	Resource assignments for each incident shall be determined based on a resource request, resource status, resource assignment status, and resource location.	MnA 3.4, 3.4.2, 3.5.1, U
	6.3.1.022.	When required resources are unavailable to be assigned to incidents, incidents will be queued until appropriate resources become available.	Derived
	6.3.1.023	A resource request shall be sent to Public Transit Fleet Management when transportation for large numbers of people is required during an incident.	USR 2.4.4.3
	6.3.1.029	Upon receipt of a resource cancellation or incident completion notice, resource assignments shall be updated to indicate that responding vehicle(s), personnel and equipment are available to be reassigned to other incidents.	MnA 3.4.2
	6.3.1.030	When incident response status indicates that an incident per response plans and procedures is closed, resource assignments shall be updated to indicate that responding vehicle(s), personnel and equipment are available to be reassigned to other incidents.	MnA 3.4.2

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	6.3.1.031	Upon receipt of a maintenance request for preventative maintenance on a vehicle, vehicle assignments shall allocate the vehicle to a maintenance garage if the vehicle is not currently assigned to an incident or assigned as a backup to another vehicle that is assigned to an incident.	Derived
	6.3.1.032	Upon receipt of a maintenance completion notice, the vehicle shall be reassigned to its facility.	Derived
	6.3.1.033	Upon receipt of a maintenance request for preventative maintenance on a piece of equipment, equipment assignments shall allocate the equipment to maintenance if the equipment is not currently assigned to an incident or assigned as a backup to other equipment that is assigned to an incident.	Derived
	6.3.1.034	When vehicle status indicates that a vehicle is not operable, the failed vehicle will be assigned to a maintenance garage.	Derived
	6.3.1.035	When vehicle status indicates that a vehicle is not operable, the appropriate maintenance equipment and personnel shall be assigned to the failed vehicle's location.	Derived
	6.3.1.036	When vehicle status indicates that a vehicle is not operable, an available replacement vehicle shall be assigned to replace the disabled vehicle, if the disabled vehicle was assigned to an incident.	Derived
	6.3.1.037	When a maintenance completion notice is received for a vehicle, the vehicle shall be made available for operational assignment.	Derived
	6.3.1.037.a	When a maintenance completion notice is received, the vehicle status shall indicate the vehicle is operable.	Derived
	6.3.1.038	Vehicle condition shall include accumulated mileage.	Derived
	6.3.1.039	Vehicle condition shall include driver reported problems.	Derived
	6.3.1.040	When equipment status indicates that a piece of equipment is inoperable, the failed equipment will be assigned to maintenance.	Derived
	6.3.1.041	When equipment status indicates that a piece of equipment is inoperable, appropriate maintenance equipment and personnel shall be assigned to the failed equipment's location (if necessary).	Derived

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	6.3.1.042	When equipment status indicates that a piece of equipment is inoperable, available replacement equipment shall be assigned to replace the disabled equipment if the original equipment had been assigned to an incident.	Derived
	6.3.1.043	When a maintenance completion notice is received on repaired equipment, the equipment status shall indicate operable.	Derived
	6.3.1.044	Equipment condition shall include accumulated hours of usage.	Derived
	6.3.1.045	Equipment condition shall include operator reported problems.	Derived
	6.3.1.046	When a maintenance completion notice is received, the equipment assignment shall be made available for operational assignment.	Derived
	6.3.1.047	When a training request is received, incident response personnel shall be scheduled for a training/certification course if they are not assigned to an incident or if they are not assigned as back-up to other personnel.	Derived
	6.3.1.048	When a training completion notice is received, personnel will be made available for operational assignment.	Derived
	6.3.1.049	Resource assignments shall be stored and maintained.	USR5.2.1.1,5.2.2.1,5.2
<b>TIRS</b>			
	6.3.2.001	Resource location shall be determined.	MnA 3.5,3.5.1, USR 1.7
	6.3.2.003	Resource location shall be determined to an accuracy of +/- (TBD) meters.	Derived
	6.3.2.004	Resource location shall be continuously monitored and reported.	MnE 5.2, GGO 21.5.1
	6.3.2.004.a	Resource location reporting shall be tailorable to the needs of resource managers (e.g. resource owners, dispatch personnel, and on-scene coordinators).	MnE 5.2, GGO 21.5.1
	6.3.2.005	The resource managers (e.g. on scene incident coordinator, the dispatching agency, and the resource owner) shall be alerted when any vehicle condition or equipment condition information indicates a problem.	Derived
	6.3.2.006	Resource status shall include vehicle status.	Derived

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	6.3.2.007	Resource status shall include equipment status.	Derived
	6.3.2.008	Resource location shall include vehicle location.	Derived
	6.3.2.009	Resource location shall include personnel location.	Derived
	6.3.2.010	Resource location shall include equipment location.	Derived
PIR			
	MRPP		
	6.1.2.001	Response plans and response procedures shall be developed based on the analysis of response requirements and incident history information.	MnA 4.5.3, MCTO 4/24/
	6.1.2.002	Response plans and response procedures shall be developed to handle each incident in a manner that minimizes response time.	USR 1.7.2, MnA 3.4.2,
	6.1.2.003	Response plans and response procedures shall be developed to handle each incident in a manner that assigns the correct personnel, vehicles and equipment.	USR 1.7.2, 1.7.3, 1.7.2.2
	6.1.2.004	Response plans and response procedures shall be developed to handle each incident in a manner that establishes a command structure to coordinate responding agencies.	USR 1.7.2, MnA 3.2.1,
	6.1.2.005	Response plans and response procedures shall be developed to handle each incident in a manner that minimizes time required to clear an incident.	USR 1.7.2, MnA 3.1.3
	6.1.2.006	Response plans shall define the appropriate personnel, vehicles and equipment that are needed to respond to a specific incident based on the type of incident.	USR 1.7.2, 1.7.2.2, 1.7.2
	6.1.2.007	Response plans shall define the appropriate personnel, vehicles and equipment that are needed to respond to a specific incident based on the location of incident.	USR 1.7.2, 1.7.2.2, 1.7.2
	6.1.2.008	Response plans shall define the appropriate personnel, vehicles and equipment that are needed to respond to a specific incident based on the severity of incident.	USR 1.7.2, 1.7.2.2, 1.7.2
	6.1.2.009	Response procedures shall define the specific actions, including data that shall be recorded in the incident file, that need to be performed to resolve a specific type of incident.	USR 1.7.2
	6.1.2.010	Response plans and response procedures shall be developed for traffic accident incidents.	USR 1.7.2, 1.7.2.1

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	6.1.2.011	Response plans and response procedures shall be developed for transit accident incidents.	USR 1.7.2, 1.7.2.1
	6.1.2.012	Response plans and response procedures shall be developed for HAZMAT incidents.	USR 1.7.2, 1.7.2.1
	6.1.2.013	Response plans and response procedures shall be developed for breakdown incidents.	USR 1.7.2, 1.7.2.1
	6.1.2.014	Response plans and response procedures shall be developed for fire incidents.	USR 1.7.2, 1.7.2.1
	6.1.2.015	Response plans and response procedures shall be developed for medical emergency incidents.	USR 1.7.2, 1.7.2.1
	6.1.2.016	Response plans and response procedures shall be developed for planned event (construction, parades, sports or other special events) incidents.	USR 1.7.2, 1.7.2.1
	6.1.2.017	Response plans and response procedures shall be developed for hazardous situation incidents (eg. reported drunk driver, road hazard, etc.).	USR 1.7.2, 1.7.2.1, MnE
	6.1.2.018	Response plans and response procedures shall be developed for terrorist incidents.	USR 1.7.2, 1.7.2.1, 2.4.4
	6.1.2.019	Response plans and response procedures shall facilitate a coordinated response to an incident across multiple agencies and jurisdictions involving state/local police.	MnA 3.1.1, 3.4.2, USR 2
	6.1.2.020	Response plans and response procedures shall facilitate a coordinated response to an incident across multiple agencies and jurisdictions involving emergency medical services.	MnA 3.1.1, 3.4.2, USR 2
	6.1.2.021	Response plans and response procedures shall facilitate a coordinated response to an incident across multiple agencies and jurisdictions involving fire departments.	MnA 3.1.1, 3.4.2, USR 2
	6.1.2.022	Response plans and response procedures shall facilitate a coordinated response to an incident across multiple agencies and jurisdictions involving HAZMAT teams.	MnA 3.1.1, 3.4.2, USR 2
	6.1.2.023	Response plans and response procedures shall facilitate a coordinated response to an incident across multiple agencies and jurisdictions involving towing services.	MnA 3.1.1, 3.4.2, USR 2
	6.1.2.024	Response plans and response procedures shall facilitate a coordinated response to an incident across multiple agencies and jurisdictions involving TMC.	MnA 3.1.1, 3.4.2, USR 2
	6.1.2.025	Response plans and response procedures shall facilitate a coordinated response to an incident across multiple agencies and jurisdictions involving highway maintenance.	MnA 3.1.1, 3.4.2, USR 2

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	6.1.2.026	Response plans and response procedures shall facilitate a coordinated response to an incident across multiple agencies and jurisdictions involving state and/or local transportation officials.	MnA 3.1.1, 3.4.2, USR 2
	6.1.2.027	Response plans and response procedures shall facilitate a coordinated response to an incident across multiple agencies and jurisdictions involving environmental protection agencies.	MnA 3.1.1,3.4.2, USR 2
	6.1.2.028	Response plans and response procedures shall be updated based on response requirements changes and improvements identified from incident history analyses.	USR 1.7.2, MCTO 4/24/
	6.1.2.029	Response plans and response procedures shall be stored and maintained.	Derived
	6.1.2.030	Measures of effectiveness data shall be collected to support improvements on incident management plans.	Derived
<b>MRR</b>			
	6.1.1.001	Response requirements shall be collected, stored and maintained to support incident and emergency response planning activities.	USR 4.4.5.2
	6.1.1.002	Response requirements shall reflect the needs of key stakeholder agencies (e.g. Police(including Transit Police), Fire , Emergency Medical, MnDOT, TMC, road maintenance, Highway Helper, environmental (e.g. HAZMAT teams, etc.)).	Derived
	6.1.1.003	Response requirements shall reflect the needs of counties, cities and state.	Derived
	6.1.1.004	Response requirements shall reflect the needs of travelers/citizens.	Derived
<b>MRRO</b>			
	6.1.3.001	Response routes shall be developed based on the analysis of response requirements and incident history information.	MnA 4.5.3
	6.1.3.002	Response routes shall be developed in a manner that minimizes the travel time required to respond to an incident.	MnA 3.4.2
	6.1.3.003	Response routes shall be updated based on response requirements changes and improvements identified from incident history analyses.	USR 1.7.2
	6.1.3.004	Response routes shall be stored and maintained.	USR 5.2.3.1

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MSNEO			
CSM			
	5.2.1.003	Signals shall be capable of operating in pre-emption or priority mode.	Derived
MTC			
DITC			
	5.4.3.001	Traffic conditions information shall be distributed to requesting agencies and other ITS services to support sharing within/between agencies across jurisdictions.	MnA 984
	5.4.3.002	Traffic conditions information shall be distributed to requesting agencies and other ITS services to support in-vehicle navigation.	USR 1.6.4
	5.4.3.003	Traffic conditions information shall be distributed to requesting agencies and other ITS services to support trip planning.	USR 1.6.4
	5.4.3.004	Traffic conditions information shall be distributed to requesting agencies and other ITS services to support routing and guidance.	USR 1.6.4
	5.4.3.005	Traffic conditions information shall be distributed to requesting agencies and other ITS services to support fleet management.	USR 1.6.4
	5.4.3.006	Traffic conditions information shall be distributed to requesting agencies and other ITS services to support Travel Conditions Information.	USR 1.6.4
	5.4.3.008	Traffic surveillance data feedback shall be provided to signal network operations and sign network operations agencies to facilitate real-time, adaptive signaling and signing control.	USR 1.6.2.2.1
	5.4.3.009	Traffic conditions information feedback shall be provided to the signal network operations and sign network operations agencies to facilitate real-time, adaptive signaling and signing control.	USR 1.6.2.2.1
PTCS			
MTCP			
	5.1.2.002	Traffic control plans shall be developed based on traffic control requirements and strategies that consider traffic conditions data.	Derived
	5.1.2.003	Traffic control plans shall be developed based on traffic control requirements and strategies that consider safety statistics (accident statistics by location, etc.).	Derived

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	5.1.2.004	Traffic control plans shall be developed based on traffic control requirements and strategies that consider users requests/complaints.	Derived
	5.1.2.008	Traffic control plans shall facilitate traffic movement in a manner that maximizes traffic movement efficiency.	USR 1.6.1.1
	5.1.2.010	Traffic control plans shall facilitate traffic movement in a manner that incorporates current traffic demand.	USR 1.6.1.4
	5.1.2.011	Traffic control plans shall facilitate traffic movement in a manner that incorporates expected traffic demand.	USR 1.6.1.4
	5.1.2.012	Traffic control plans shall facilitate traffic movement in a manner that predicts travel patterns.	USR 1.6.1.5
	5.1.2.013	Traffic control plans shall include provisions for dissipating traffic congestion.	USR 1.6.1.4.1
	5.1.2.014	Traffic control plans shall include provisions for moving traffic around incidents.	MnA 988
	5.1.2.015	Traffic control plans shall include provisions for handling predictable fluctuations in traffic patterns/volume (e.g.; workday rush hours, weekends, holidays, etc.).	Derived
	5.1.2.026	Traffic control plans shall be selectable to suit the current or predicted traffic situations.	Derived
	5.1.2.027	The active traffic control plan shall include coordinated signal timing plans and signing plans that implement the traffic control strategy appropriate for the current or predicted traffic situation.	Derived
	5.1.2.028	Traffic control resources consisting of signals and signs, maintenance equipment, operations and maintenance staff, and funding shall be shared within between agencies, and across jurisdictions in a manner that enables traffic management to be efficiently and effectively provided across large geographic areas.	MnA 974,975,978
	5.1.2.029	Signal resources and signing resources shall be allocated in a manner that optimizes implementation of documented traffic control strategies and traffic control plans.	Derived
<b>MTCR</b>			
	5.1.1.001	Traffic control requirements shall be collected, stored and maintained to support traffic control planning activities.	Derived

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		5.1.1.002 Traffic control requirements shall reflect the needs of counties and cities.	MnA 969
		5.1.1.003 Traffic control requirements shall reflect the needs traveler expectations and human factors.	USR 1.6.1.7
		5.1.1.004 Traffic control requirements shall reflect the needs key stakeholder agencies (e.g. MnDOT, TMC, road maintenance, highway helper, emergency response, etc.),	MnA 956,981,988
TCI			
	MTCD		
		CTCD	
		1.1.2.001 Travel conditions source data shall include traffic conditions.	MnE 1.3
		1.1.2.002 Travel conditions source data shall include traffic surveillance data.	Derived
		1.1.2.003 Travel conditions source data shall include weather conditions.	MnE 1.3
		1.1.2.004 Travel conditions source data shall include weather surveillance data.	MnE 1.3
		1.1.2.005 Travel conditions source data shall include road surface conditions.	MnE 1.3
		1.1.2.006 Travel conditions source data shall include road surface surveillance data.	MnE 1.3
		1.1.2.007 Travel conditions source data shall include incident conditions.	MnE 1.3
		1.1.2.008 Travel conditions source data shall include planned event information.	MnE 1.3
		1.1.2.012 Traffic conditions data shall be collected.	Derived
		1.1.2.013 Weather conditions shall be collected.	Derived
		1.1.2.016 Road surface conditions shall be collected from humans	Derived
		1.1.2.017 Road surface conditions shall be collected from other systems.	Derived
		1.1.2.018 Incident conditions shall be collected from humans.	Derived
		1.1.2.019 Planned event information shall be collected from humans	Derived

<b>Component</b>			<b>Source</b>
<b>Service</b>	<b>Function</b>	<b>Sub-Function Requirement</b>	
	1.1.2.020	Planned event information shall be collected from other systems.	Derived
	1.1.2.023	Travel conditions source data shall be accepted for input in to the system via voice.	Derived
	1.1.2.024	Travel conditions source data shall be accepted for input in to the system via fax	Derived
	1.1.2.025	Travel conditions source data shall be accepted for input into the system via paper copy	Derived
	1.1.2.026	Travel conditions source data shall be accepted for input into the system via magnetic medium	Derived
	1.1.2.028	Travel conditions source data shall be accepted in the system via manual entry.	Derived
	1.1.2.029	Travel conditions source data shall be accepted into the system via electronic entry. (ITS standard format).	Derived
	1.1.2.029.a	Travel conditions source data shall be accepted into the system when in NTCIP format.	Derived
	1.1.2.029.b	Travel conditions source data shall be accepted into the system when in ITIS BAP format.	Derived
	1.1.2.030	Travel conditions source data shall be accepted into the system via electronic entry. (ITS non-standard format)	Derived
	1.1.2.031	Travel conditions source data received in a non-standard format shall be converted to standard format.	Derived
	1.1.2.032	Travel conditions source data shall be stored and maintained as an operator selectable option.	Derived
	1.1.2.033	Travel conditions source data that is no longer active shall be identified.	Derived
	1.1.2.034	Travel conditions source data that is no longer active shall be manually deletable.	Derived
	1.1.2.035	Travel conditions source data shall be logged upon initial receipt, change, and deletion.	Derived
	1.1.2.036	Condition start time shall be assigned when travel conditions source data is generated.	Derived
	1.1.2.037	Condition stop time shall be assigned to travel conditions source data.	MnE 2.2,2.6.2, 1.5.3, 1.
	1.1.2.038	Expected duration shall be assigned when travel conditions source data is generated.	MnE 2.2,2.6.2, 1.5.3, 1.

<b>Component</b>			<b>Source</b>
<b>Service</b>	<b>Function</b>	<b>Sub-Function Requirement</b>	
	1.1.2.039	Weather surveillance data shall be collected.	USR 3.1.2.5
	1.1.2.040	Road surface surveillance data shall be collected.	
	1.1.2.042	Traffic surveillance data shall be collected.	Derived
	1.1.2.044	Incident conditions shall be collected from other systems.	Derived
	1.1.2.045	Multiple sources of travel conditions source data shall be compared to improve the accuracy of the data.	Derived
	1.1.2.046	Multiple sources of travel conditions source data shall be compared to improve the consistency of the data.	Derived
DBTCTE			
	1.1.3.004	Travel conditions shall be referenced to a physical location.	MnE 1.1.1, 1.2
	1.1.3.005	Travel effects shall be referenced to a physical location.	MnE 1.1.1
	1.1.3.007	Link reference model data shall be stored and maintained.	Derived
	1.1.3.008	Travel conditions shall include current traffic conditions	USR 5.2.2.1
	1.1.3.009	Travel conditions shall include current weather conditions.	USR 5.2.2.1, GGO 10.5.
	1.1.3.010	Travel conditions shall include forecasted weather conditions.	MnE 1.1.2, 1.6.1, GGO
	1.1.3.011	Travel conditions shall include current road surface conditions.	USR 5.2.2.1
	1.1.3.012	Travel conditions shall include forecasted road surface conditions	Derived
	1.1.3.013	Travel conditions shall include current incident conditions.	USR 5.2.2.1
	1.1.3.014	Travel conditions shall include planned event information	MnE 1.6.1
	1.1.3.018	Travel conditions shall be stored and maintained.	Derived
	1.1.3.019	Traffic conditions shall include congestion	USR 5.2.2.1, MnE 1.4.1,

<b>Component</b>			<b>Source</b>
<b>Service</b>	<b>Function</b>	<b>Sub-Function Requirement</b>	
	1.1.3.020	Traffic conditions shall include freeway data.	USR 5.2.2.1, GGO 1.5.1
	1.1.3.021	Traffic conditions shall include traffic speeds	USR 5.2.2.1, USR 1.1.2.
	1.1.3.022	Traffic conditions shall include traffic levels (volume and occupancy)	USR 5.2.2.1, MnE 1.4.1,
	1.1.3.024	Weather conditions shall include rain.	MnE 1.1, 1.4.1, MnA 1.
	1.1.3.025	Weather conditions shall include snow.	MnE 1.1, 1.4.1, MnA 1.
	1.1.3.026	Weather conditions shall include fog.	MnE 1.1, 1.4.1, MnA 1.
	1.1.3.027	Weather conditions shall include clear weather.	MnE 1.1, 1.4.1, MnA 1.
	1.1.3.028	Forecast weather conditions shall be maintained.	MnE 1.1.2, 1.6.1,2.5,2.
	1.1.3.029	Road surface conditions shall include dry pavement.	MnE 1.1, 1.4.1, MnA 1.
	1.1.3.030	Road surface conditions shall include wet pavement.	MnE 1.1, 1.4.1, MnA 1.
	1.1.3.031	Road surface conditions shall include flooded pavement	MnE 1.1, 1.4.1, MnA 1.
	1.1.3.032	Road surface conditions shall include snow covered pavement	MnE 1.1, 1.4.1, MnA 1.
	1.1.3.033	Road surface conditions shall include icy pavement.	MnE 1.1, 1.4.1, MnA 1.
	1.1.3.034	Road surface conditions shall include plowed pavement	MnE 1.1, 1.4.1, MnA 1.
	1.1.3.035	Road surface conditions shall include salted pavement.	MnE 1.1, 1.4.1, MnA 1.
	1.1.3.036	Road surface conditions shall include sanded pavement.	MnE 1.1, 1.4.1, MnA 1.
	1.1.3.037	Forecasted road surface conditions shall be maintained.	Derived
	1.1.3.038	Planned event information shall include current construction and maintenance.	USR 5.2.2.1, 1.1.2.1.1,
	1.1.3.039	Incident conditions shall include dangerous situations and hazards	USR 5.2.2.1, 1.1.2.1.1,

<b>Component</b>			<b>Source</b>
<b>Service</b>	<b>Function</b>	<b>Sub-Function Requirement</b>	
	1.1.3.040	Incident conditions shall include accidents	USR 5.2.2.1, 1.1.2.1.1,
	1.1.3.041	Planned event information shall include special events.	USR 5.2.2.1, 1.1.2.1.1,
	1.1.3.042	Future planned event information such as future construction and maintenance shall be maintained.	MnE 1.6.1,2.5,2.5.1,2.
	1.1.3.043	Future planned event information such as upcoming special events/event schedules shall be maintained.	MnE 1.6.1,2.5,2.5.1,2.6,
	1.1.3.054	Travel conditions that are no longer active shall be identified.	Derived
	1.1.3.055	Travel effects that are no longer active shall be identified.	Derived
	1.1.3.056	Travel conditions shall be manually deletable.	Derived
	1.1.3.057	Travel effects shall be manually deletable.	Derived
	1.1.3.059	Travel effects shall be stored and maintained.	Derived
	1.1.3.060	Travel conditions shall be logged upon initial receipt, change and deletion.	Derived
	1.1.3.061	Travel effects shall be logged upon initial receipt, change and deletion.	Derived
	1.1.3.062	Agencies shall be able to access travel conditions without having to manually replicate the information.	MnA 1.1.2
	1.1.3.068	Travel effects shall be determined based on travel conditions source data.	Derived
	1.1.3.068.a	Travel effects shall be determined based on using travel effects rules.	Derived
	1.1.3.069	Travel effects shall include delays.	GGO 2.10.3, MnE 1.5.1
	1.1.3.070	Travel effects shall include road/ramp closings.	GGO 2.10.3, MnE 1.5.2
	1.1.3.071	Travel effects shall include detours.	GGO 2.10.3, MnE 1.5.2
	1.1.3.072	Travel effects shall include reduced speeds.	GGO 2.10.3, MnE 1.5.1

<b>Component</b>			<b>Source</b>
<b>Service</b>	<b>Function</b>	<b>Sub-Function Requirement</b>	
	1.1.3.074	Future travel effects shall be determined and maintained, including expected delays.	MnE 1.7, MnE 1.7.1
	1.1.3.075	Future travel effects shall be determined and maintained, including planned road/ramp closings.	MnE 1.7, MnE 1.7.1
	1.1.3.076	Future travel effects shall be determined and maintained, including planned detours.	MnE 1.7, MnE 1.7.1
	1.1.3.077	Travel effects that are no longer active shall be identified.	Derived
	1.1.3.079	A capability to enter travel effects rules shall be provided.	Derived
	1.1.3.080	Travel effects rules shall include current condition specific rules.	Derived
	1.1.3.081	Travel effects rules shall include future/forecast condition specific rules.	Derived
	1.1.3.082	Travel effects rules shall be created, stored and updated.	Derived
	1.1.3.083	Travel conditions shall be determined using traffic conditions.	Derived
	1.1.3.084	Travel conditions shall be determined using weather conditions	Derived
	1.1.3.085	Travel conditions shall be determined using road surface conditions.	Derived
	1.1.3.086	Travel conditions shall be determined using incident conditions	Derived
	1.1.3.087	Travel conditions shall be determined using planned event information.	Derived
	1.1.3.090	Traffic conditions shall be determined using traffic surveillance data.	Derived
	1.1.3.091	Traffic conditions shall include arterial data.	Derived
	1.1.3.092	Weather conditions shall be determined using weather surveillance data.	Derived
	1.1.3.093	Road surface conditions shall be determined using road surface surveillance data.	Derived
	1.1.3.095	Traffic conditions shall include road segment travel time.	Derived
	1.1.3.096	Traffic conditions shall include signal timing data.	Derived

<b>Component</b>			<b>Source</b>
<b>Service</b>	<b>Function</b>	<b>Sub-Function Requirement</b>	
		DTCI	
	1.2.1.012	As a goal, travel conditions will be made available to users 24 hours/day, 7 days/week, 365 days/year.	MnE 1.3.1,2.4.1, GGO
	1.2.1.012.a	Travel conditions shall be made available within the agreed to hours of operation.	Derived
	1.2.1.012.b	Travel conditions shall be made available to humans	Derived
	1.2.1.012.c	Travel conditions shall be made available to other systems	Derived
	1.2.1.017	Travel conditions shall be distributed via phone.	MnE 1.3.3, 2.4.3, MnA
	1.2.1.019	Travel conditions shall be distributed via fax.	MnE 1.3.3, 2.4.3, MnA
	1.2.1.021	Travel conditions shall be distributed via electronic transfer to publicly owned computer.	MnE 1.3.3, 2.4.3, MnA
	1.2.1.027	Travel conditions shall be distributed via communications radio.	MnA 1.1.4
		DTTC	
	1.2.3.005	Travel conditions shall be received automatically upon occurrence of an event.	Derived
	1.2.3.006	Travel conditions shall be received automatically upon any change in an event.	Derived
	1.2.3.007	Travel conditions shall be received upon the issuing of a travel conditions request.	Derived
	1.2.3.024	Travel conditions shall contain active/or forecasted/future conditions.	Derived
	1.2.3.025	Forecasted travel conditions shall contain effects of active or forecasted/future conditions.	Derived
	1.2.3.027	Travel conditions shall contain conditions descriptions.	Derived
	1.2.3.030	Travel conditions information shall be compiled from travel conditions and travel effects for a local service area.	MnE 1.1.1,2.1.1
	1.2.3.031	Travel conditions information shall be compiled from travel conditions and travel effects for the metro area.	GGO 1.10.2

<b>Component</b>			<b>Source</b>
<b>Service</b>	<b>Function</b>	<b>Sub-Function Requirement</b>	
	1.2.3.034	Travel conditions information shall be compiled from travel conditions and travel effects for multiple counties.	MnE 1.8.1,2.7.1
	1.2.3.035	Travel conditions information shall be compiled from travel conditions and travel effects for multiple cities.	MnE 1.8.1,2.7.1
	1.2.3.036	Travel conditions information shall be compiled from travel conditions and travel effects statewide.	MnE 1.8.2,2.7.2
	1.2.3.038	Travel conditions information shall be compiled from travel conditions and travel effects for a geographic region.	MnE 1.8,2.7
	1.2.3.039	Travel conditions shall be compiled for the current time frame.	MnE 1.1.2, MnA 1.4.1,
	1.2.3.040	Travel conditions shall be compiled for the future time frame.	MnE 1.1.2, 1.6.1, usr 1.
	1.2.3.041	Travel conditions shall be compiled for the forecasted time frame.	MnE 1.1.2, 1.6.1, USR 1
DTTE			
	1.2.2.002	Travel effects shall be received automatically upon the occurrence of an event.	Derived
	1.2.2.003	Travel effects shall be received automatically upon any change in an event.	Derived