

IIMS Meeting Notes

Date/Location:

- 2008-12-04
- NYSDOT Hunter's Point, Long Island City

Participants:

- ConSysTec Consultant Team
 - Rob Jaffe
- NYSDOT
 - Ed Mark
 - Paul Russ
 - Dennis Brunge
 - Raj Sood
 - Jason Bechtel

Notes

- IEN Discussion
 - IEN is built on NY States private network. In addition to transporting packages over this IP (connectionless) network, the IEN has the following functions:
 - Some translation of messages. Even though systems/nodes might in principle use the same open standards, the interpretation of those standards fails full interoperability. Thus some editing of the message data is necessary to protect the legacy systems from further development cost.
 - In principle, as systems and standards evolve, the translation function will atrophy assuming the quality of the standards and their interpretation and testing of interpretations improves.
 - Routing by content and context. Messages may be sent to destinations based on parsing of message content done by the IEN.
 - E.g., regional incidents entered by NITTEC will go to CARS, not to R11 (NYC).
 - IEN has storage to mitigate the impact of network outages. In the event of a network outage, messages sent prior to the network outage will not be lost. In a pure IP network, the network has no logical storage, beyond the small very temporary storage in routers, and messages will generally not be delivered and will be lost during longer than very brief network outages. (TCP/IP will notify the sender that a message is not delivered, UDP/IP will not.)
 - The IEN is made up of "I3B"s plus the statewide private network. An I3B is an XML message router and translator with substantial storage capability. Typically, each node has an I3B associated with it.

- Cooperation with TSIP? There is currently no coordination with the TSIP project, which in some ways may have a similar data translation function. Action for RSJ to bring this up with Jim Davis on Monday Dec 8.
- Discussion of Architecture Flow Diagrams: Context; IIMS-RTMCs-IEN-STICC; Customized Market Package Diagrams
 - Notes are written directly on the diagrams. They were scanned to PDF and are an appendix to this set of meeting notes. Specific comments to clarify the handwritten notes in the scanned documents:
 - IIMS Context Diagram
 - Change the name of “NYSDOT Maintenance” to “NYSDOT Operations and Maintenance”.
 - The interface to NSYDOT Operations and Maintenance should also go to “Local Operations and Maintenance”
 - Interfaces to Local Police/Sheriff’s Vehicles” are existing in the case of NYPD.
 - There is little distinction between the interfaces for mobile and center interfaces with IIMS. Field users can become incident commanders in the field.
 - Must add an interface to EMS Centers: EOCs and SEMO.
 - IIMS-RTMCs-IEN-STICC Architecture Flow Diagram
 - The STICC connects both to the IEN and to the IIMS directly. This seemed redundant to me (and still does), but that’s the way it is.
 - Customized Market Package Diagrams
 - See attachd PDF diagrams. Handwritten comments should be self explanatory.

NYSDOT - New York State Department of Transportation
NYSDOT Regional Traffic Operations Centers

NYSDOT - New York State Department of Transportation
NYSDOT Maintenance Operations + Local Operations + Maintenance

Local Public Safety Agencies
Local Police/Sheriffs Vehicles

*NYPD - all 4 are existing.
 (Corbin => Web services arch)*

Blue

NYSDOT Operations Maintenance

- Little distraction between mobile + center interfaces w/ IIMS.

- Field users can become incident commanders in the field.

incident response status
 resource request
 resource deployment status
 alert notification coordination
 emergency plan coordination
 evacuation coordination
 incident command information coordination
 incident information
 incident report
 incident response coordination
 maint and constr resource coordination
 threat information coordination

maint and constr resource coordination
 emergency dispatch requests
 emergency dispatch response
 emergency vehicle tracking data
 incident status

Local Public Safety Agencies
Local Fire/EMS Vehicles

NYSDOT - New York State Department of Transportation
NYSDOT Integrated Incident Management System (IIMS)

NYSDOT - New York State Department of Transportation
NYSDOT HELP Vehicles

emergency dispatch requests
 emergency dispatch response
 emergency vehicle tracking data
 incident status

emergency dispatch requests
 emergency dispatch response
 emergency vehicle tracking data
 incident status

Must Add.

EMS Centers

EOC's SEMO

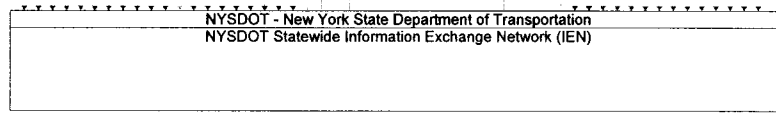
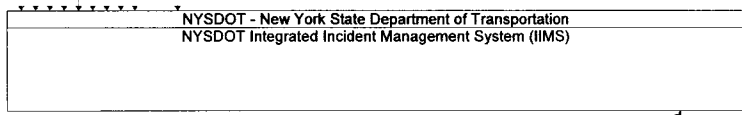
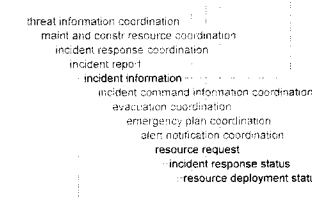
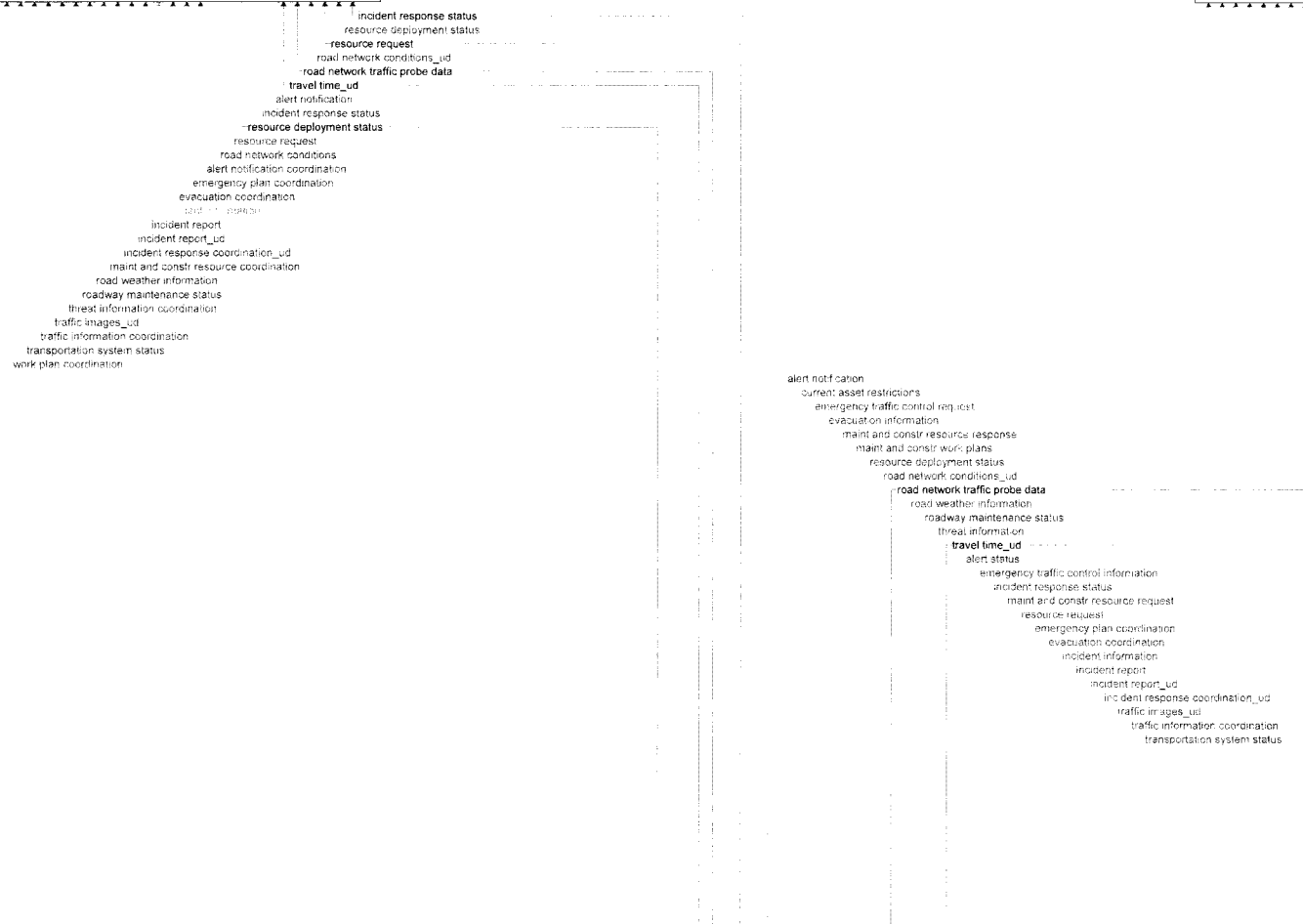
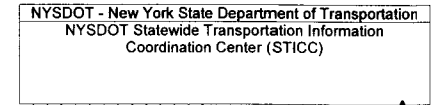
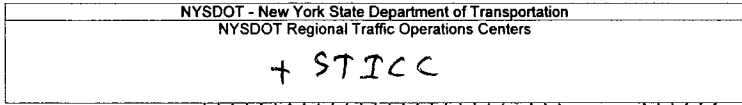
emergency dispatch requests
 emergency dispatch response
 emergency vehicle tracking data
 incident status

infrastructure conditions data
 maint and constr vehicle location data

NYS Police
NYS Police Vehicles

NYSDOT Maintenance Vehicles

Existing
 Planned

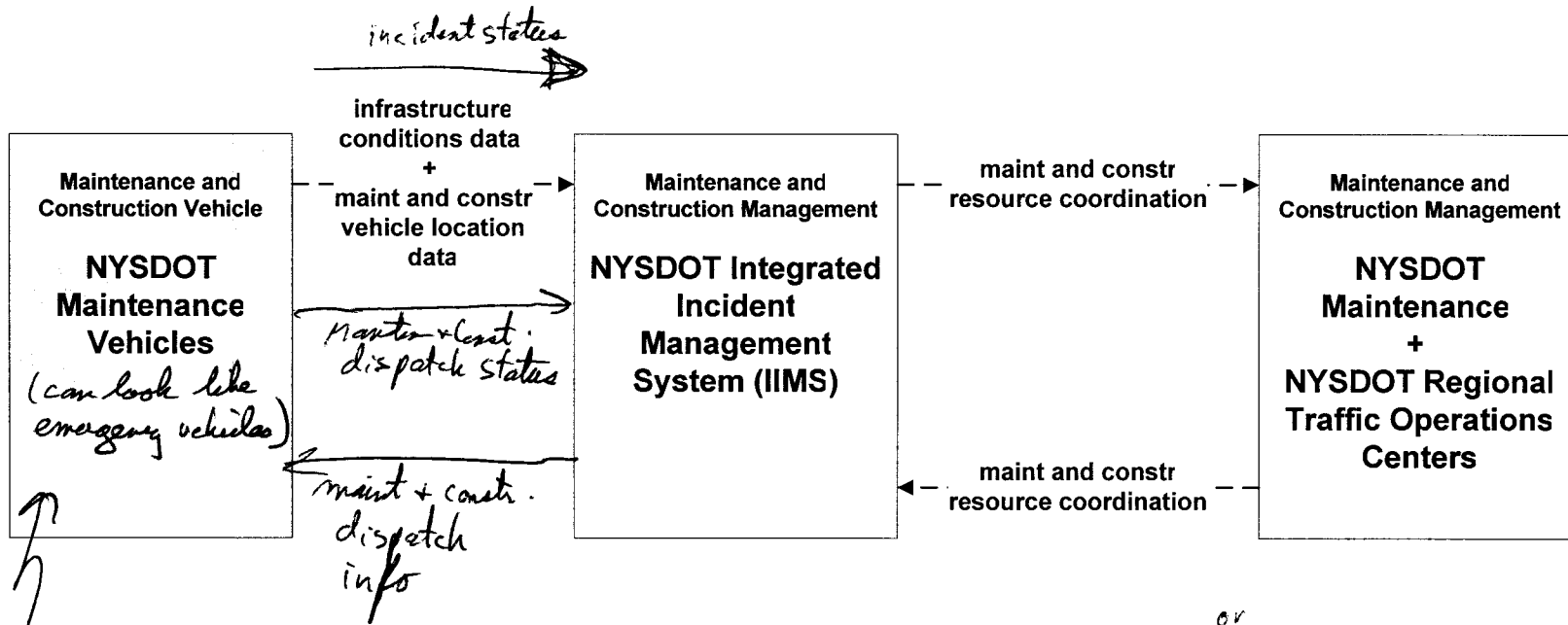


Existing
 Planned

STICC connects directly to IIMS

NOTE : MC07 (1 of 2) is for NYSDOT and does not include IIMS.

**MC07 – Roadway Maintenance and Construction
NYSDOT IIMS (2 of 2)**

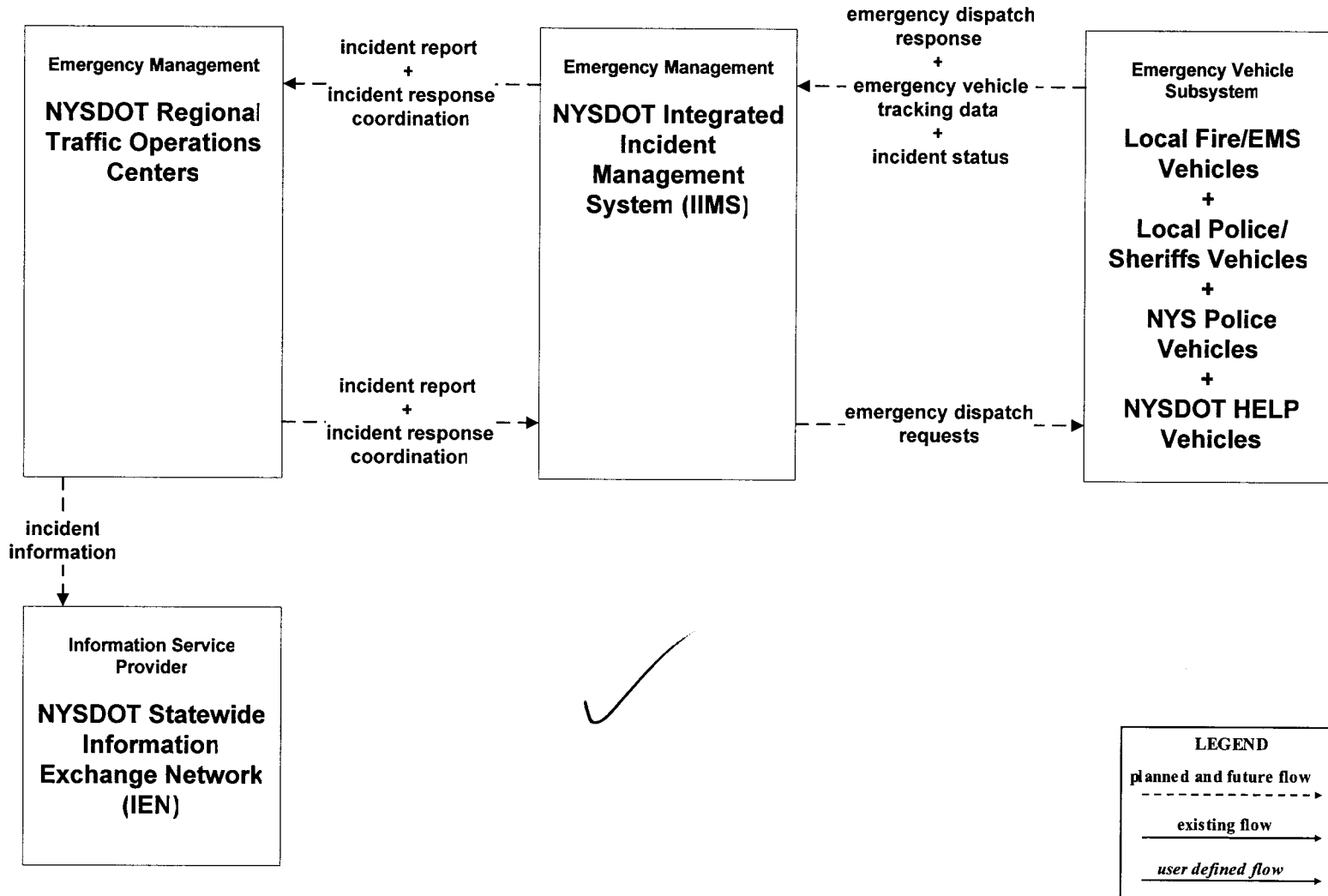


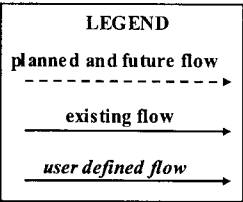
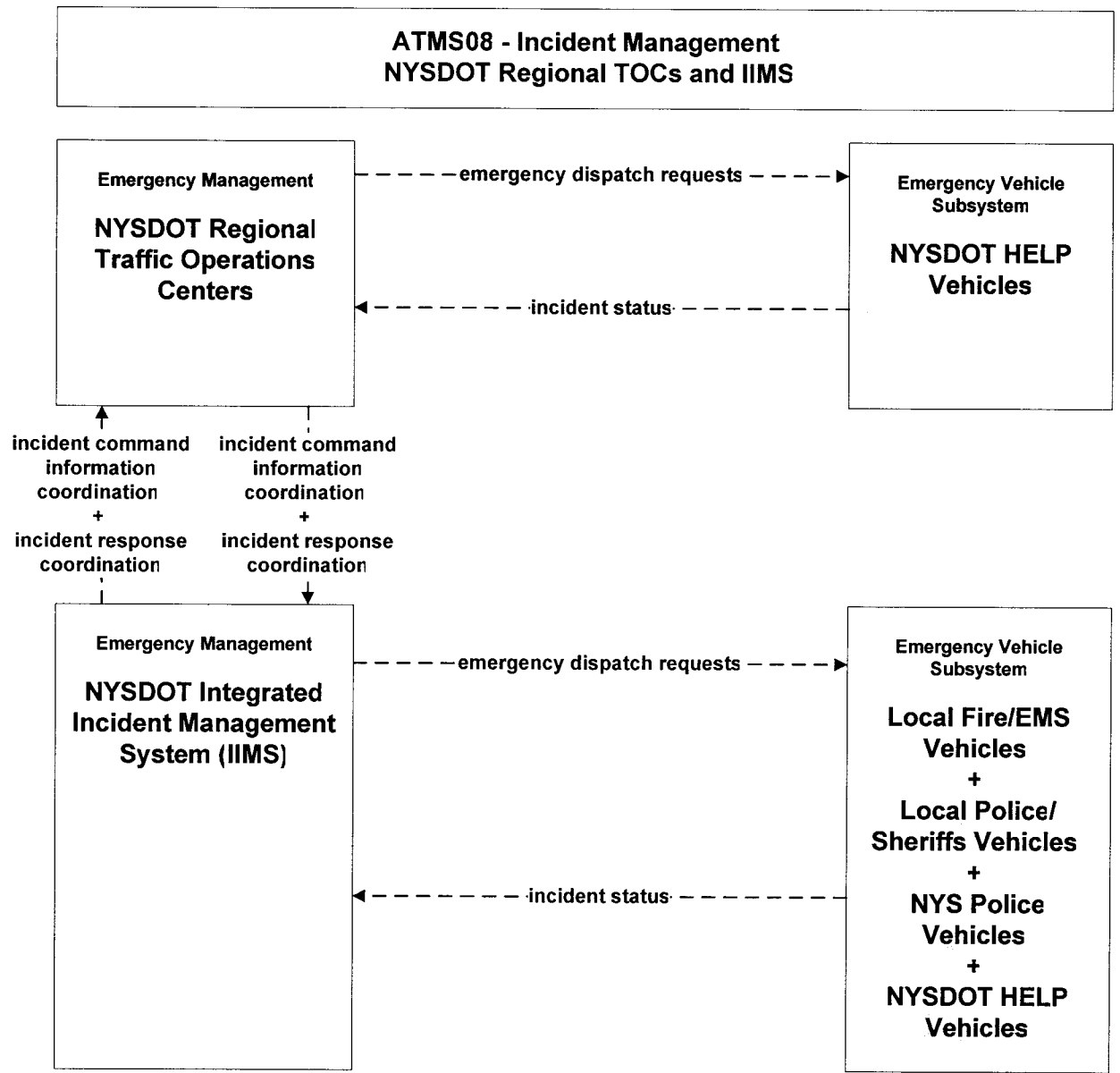
note that all Maint vehicles could get the same info as a police or other IIMS vehicle.

Does IIMS communicate information back to the vehicle?

or
IIMS is typically deployed at a TMC. It is one of the systems at a Regional TOC of NYSDOT Maintenance facility.
IIMS facilitates maintenance resource coordination during incidents.

**EM04 - Roadway Service Patrols
 NYSDOT IIMS Vehicles**

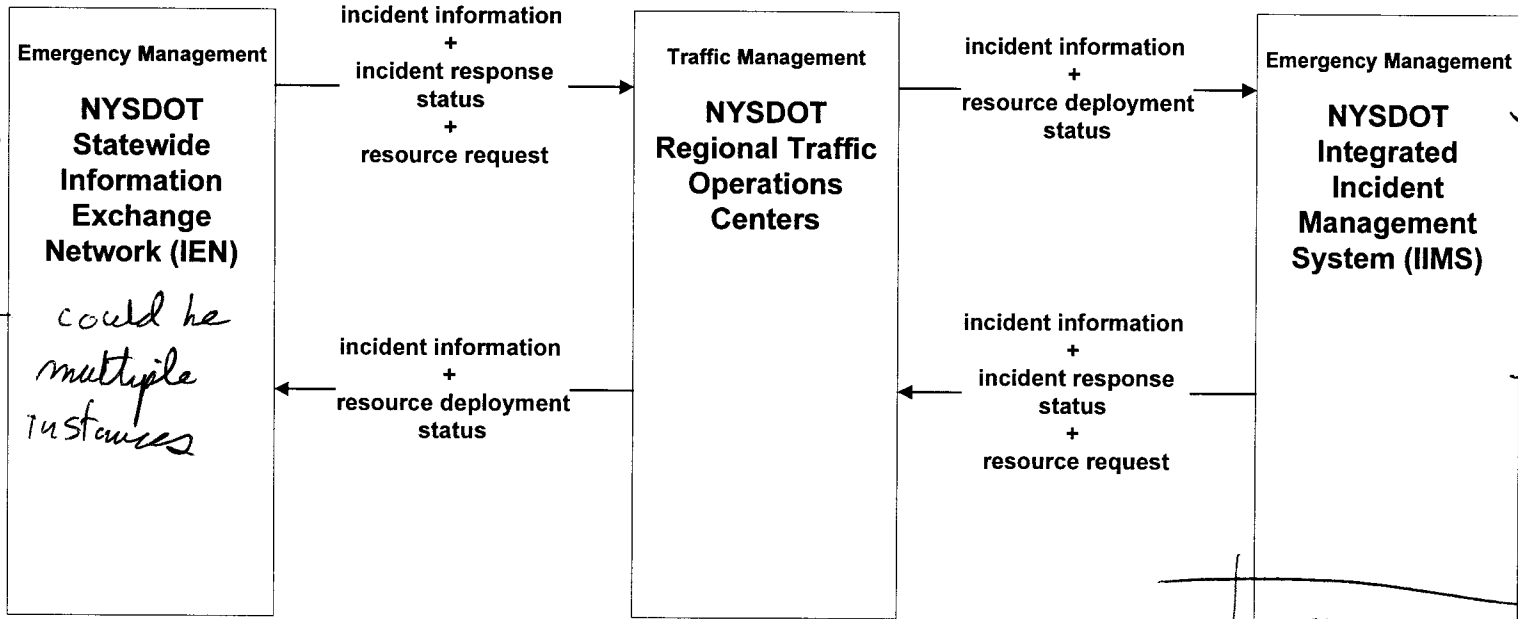




R 8: (All vehicles by ~~contract~~ contract)

R 11, 10

**ATMS08 - Incident Management
 NYSDOT Regional TOCs (TM to EM)**

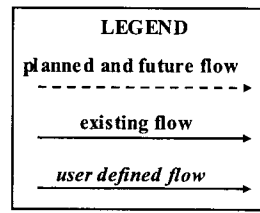


Wavy scribble

scribble

could be multiple instances

scribbles



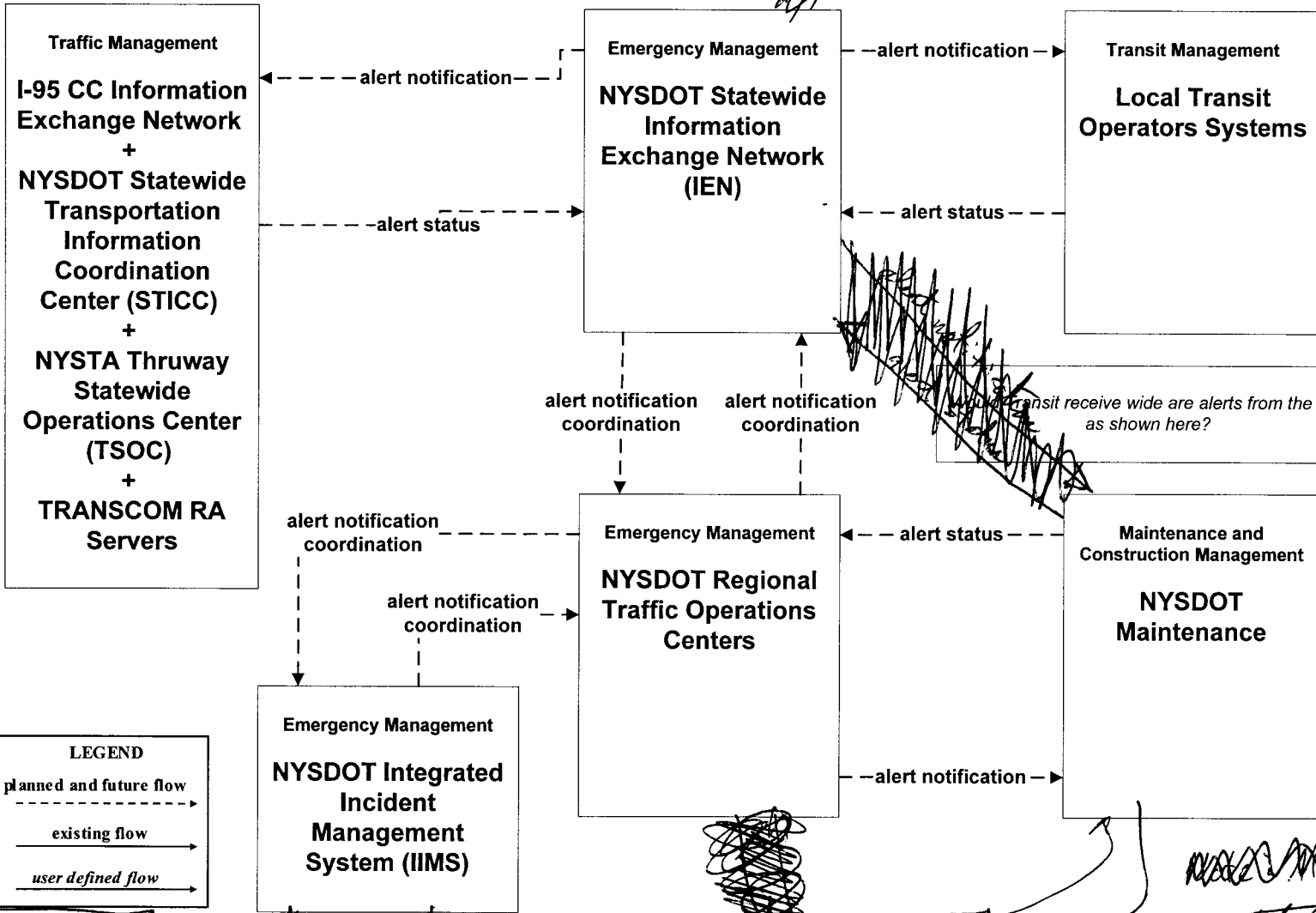
NEW DIAGRAM NEEDED

SEMO

EOC's

**EM06 - Wide Area Alert
 NYSDOT IEN**

CHANGES Here also apply to EM07, EM08 + EM09



transit receive wide area alerts from the IEN as shown here?

Note: Because this is reality in N.Y.C.

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