**Exempt, Low-Risk and High-Risk ITS Projects (Also see *TEM Section 1301-1.2*.)**

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| **Exempt** | * Changes and/or upgrades to an existing traffic signal system, including signal timing revisions, additional phases (vehicle or pedestrian) or detector installation. * Routine maintenance and operation of an existing ITS system. * Expansion of an existing traffic signal, ITS or freeway management system (FMS) that does not change or add to the original needs and requirements of the system. This type of project does not change any existing hardware, software or interfaces. It simply adds equipment (DMS, DDMS, CCTV, RWIS, etc.), software, locations or intersections to an existing system. The new equipment and software must be compatible with the existing. * Installation of an isolated traffic signal. This is a single traffic signal, not connected to any type of external signal control, nor likely to be connected in the future due to its isolation. * Installation of traffic signals which are part of a Time-Based Coordinated system. * Installation of traffic signals which are part of a hardwired or wireless interconnected system that is locally controlled, i.e. where the timing patterns are controlled by the local controller and not by centrally controlled software. * Installation of cameras that are not functionally integrated into other types of systems; for example, cameras solely for the purpose of traffic data collection or surveillance cameras. |
| **Low-Risk** | * Closed loop arterial traffic signal system. * Centrally controlled arterial traffic signal system. * Highway Rail/Traffic Signal pre-emption. * Traffic signal system with Emergency Vehicle Pre-emption. * Traffic signal system with Transit Priority. * Ramp Meter system. |
| **High-Risk** | * Adaptive Traffic Signal Control system. * New freeway management systems (FMS). * Traffic signal systems that requires integration with other systems, e.g. FMS or RWIS. * Ramp meter systems that require integration with adjacent traffic signal system(s). * Regional traffic signal system (as opposed to an arterial traffic signal system) that as the potential to affect geographic areas outside of the maintaining agency. * Regional transit systems. * Any Low-Risk project that provides additional functionality than what is covered in the approved Functional Requirements document for that project category. * Any project that requires new or unproven hardware, software or interfaces. * Any project for which functional requirements and operations & management procedures have not been documented. * Any project not considered Exempt or Low-Risk under the Programmatic Agreement. |