

## XI. ITS Agreements:

In order for a regional ITS architecture to be useful for the stakeholders involved, there must be buy-in and mutual agreements among them. Section IV discussed the stakeholder buy-in process for the Northwest Indiana Regional ITS Architecture, and this section discusses the mutual agreements. While there are only a few agreements identified in the architecture development process as described in Section II, they are vital to ensuring that the architecture will be useful. Table 12 lists the names of the agreements, the type of agreement, the stakeholders involved, and a description of the agreement.

**Table 12:** Stakeholder Agreements in the Northwest Indiana Regional ITS Architecture

<b>Agreement Name</b>	<b>Type of Agreement</b>	<b>Stakeholders Involved</b>	<b>Description of Agreement</b>
Indiana Toll Road Concession Lease Agreement	Legal Contract	Indiana Toll Road Concession Company, Indiana Finance Authority	A contract that allows ITRCC to operate and collect toll revenues from the Toll Road for 75 years through the year 2081
Lake County Emergency Operations Center Alternate	Memorandum of Understanding	Indiana Department of Homeland Security, Indiana Department of Transportation	An MOU between the Indiana Dept. of Homeland Security and INDOT that allows the Lake County Emergency Operations Center to be deployed at the Borman Traffic Management Center as an alternate location if the Lake County Government Complex is unusable
Road Weather Information Systems Toll Road Placement	Handshake Agreement	Indiana Department of Transportation, Indiana Toll Road Concession Company	An agreement between INDOT and ITRCC that allows INDOT to place, monitor, and maintain Road Weather Information Systems on the Indiana Toll Road
Signal Coordination Agreements	Handshake Agreement	Indiana Department of Transportation, Municipalities/Townships	Various agreements that allow INDOT to coordinate signals on municipal roads connecting to INDOT roads.