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COUNTYWIDE ATMS / ITS TRAFFIC SIGNAL  
MEMORANDUM OF UNDERSTANDING

THIS AGREEMENT, made and entered into on the \_\_\_\_ day of \_\_\_\_\_, 2005, by and between Pinellas County, a political subdivision of the State of Florida, hereinafter referred to as the COUNTY, and the City of Belleair, City of Belleair Beach, City of Belleair Bluffs, City of Belleair Shores, City of Clearwater, City of Dunedin, City of Gulfport, City of Indian Rocks Beach, City of Indian Shores, Kenneth City, City of Largo, City of Madeira Beach, City of North Redington Beach, City of Oldsmar, City of Pinellas Park, City of Redington Beach, City of Redington Shores, City of Safety Harbor, City of Seminole, City of South Pasadena, City of St. Petersburg, City of St. Pete Beach, City of Tarpon Springs and the City of Treasure Island, all municipal corporations, hereinafter referred to as the CITIES,

WITNESSTH, That:

WHEREAS, the COUNTY and CITIES desire to foster an atmosphere of cooperation, which will afford advantages to the citizens and businesses within municipal boundaries and in unincorporated area, and

WHEREAS, it is beneficial to all citizens throughout the County that the governments cooperate to address community needs in matters affecting health, safety, welfare, economic conditions and countywide mobility, and

WHEREAS, it is mutually beneficial to install and operate Advanced Traffic Management Systems (ATMS) on arterial roads and other major thoroughfares to provide for the most efficient operation of those facilities on a countywide basis, and

WHEREAS, it is mutually beneficial to install and operate Intelligent Transportation Systems (ITS) on arterial roads and other major thoroughfares to provide for the most efficient operation of those facilities on a countywide basis, and

WHEREAS, it is mutually beneficial to coordinate the operation of all ATMS / ITS systems, disregarding jurisdictional boundaries and share ATMS / ITS hardware resources, data and other available information that may be useful to the public, municipalities and other agencies, and

WHEREAS, the proposed services to be provided through the system include Corridor Management, Incident Management, Traveler Information Services and Parking and Special Event Management on these roadways, and

WHEREAS, the COUNTY and CITIES are willing to provide mutual assistance and backup coverage of the ATMS / ITS resources to successfully implement the proposed services, and

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WHEREAS, the MPO will continue to seek funding for the ATMS / ITS system, and

WHEREAS, the COUNTY and CITIES agree the existing Pinellas County Traffic Control Center shall be utilized as the interim Primary Control Center to coordinate the collection and distribution of ATMS / ITS information. The Pinellas County Traffic Control Center, hereinafter shall be referred to as the PCC.

NOW THEREFORE, the parties, in consideration of mutual promises herein contained, and for other goods and valuable consideration, receipt of which is hereby acknowledged by all parties, hereby agree as follows:

### Section 1. Definitions

1. ATMS Equipment – All equipment that is installed to operate signalized intersections on the new ATMS system. Including local controllers and internal cabinet equipment, detection systems, which include video detection and inductive loops for local intersection and adaptive control operation, internal communication equipment, local fiber optic cabling from the trunk line to the controller cabinet.
2. ATMS Central Software and Hardware – Software and hardware that operates the new ATMS including MIST / OPAC and I2TMS / Rhodes. Includes all hardware necessary to operate the ATMS intersections, including servers, monitors, video walls, personnel computer workstations and other ancillary equipment to operate the ATMS system.
3. ITS Equipment – The following equipment shall be designated as ITS equipment; Closed Circuit Television cameras (CCTV), Dynamic Message Signs (DMS), Dynamic Trailblazer Signs (DTBS), Fiber Optic Trunk Line (FTL) and other associated electronic equipment that is required to operate the Countywide ITS system.

### Section 2. General

1. The PCC, City of Clearwater and St. Petersburg Traffic Control Centers and the Florida Department of Transportation (FDOT) Transportation Management Center shall be interconnected to facilitate exchange of system related data.  
  
Other facilities including the City of Clearwater and St. Petersburg Police Departments, PSTA, Pinellas County 911 Dispatch Center, other Traffic Engineering Offices and other appropriate locations should also be interconnected to facilitate exchange of system related data.
2. Establish an “Operator’s Group” that includes operations representatives from all agencies to develop, maintain and review standard operating procedures, make

- design related decisions and prioritize ATMS projects. This “Operators Group” will be made up of a representative from Pinellas County, City of Clearwater, City of St. Petersburg and the Florida Department of Transportation. The group shall meet as needed to accomplish this task.
3. The 96-count FTL being installed as part of these projects shall be designated the trunk line for the Countywide ATMS / ITS, disregarding jurisdictional boundaries. This fiber shall be used to serve any project that supports the system.
  4. The staff of the PCC, City of Clearwater and St. Petersburg and other agencies as deemed necessary by the Operators Group should provide mutual assistance and backup coverage of the ATMS / ITS resources. A Standard Operating Procedure (SOP) will be developed that deals with the hand off of coverage and control of ITS field equipment when a Traffic Control Center is not occupied. These services for mutual assistance by any party will be provided without cost to any other party.
  5. Any and all projects that will connect to the Countywide ATMS / ITS system shall use technical equipment and software specifications used in previous projects or proven to be compatible with existing system components.

### Section 3. ATMS Operation

1. Primary control and operation of ATMS signalized intersections will occur at the local Traffic Control Center.
2. ATMS intersections shall be connected to the most appropriate Traffic Control Center based on system wide performance, communication routing and corridor integrity. Representatives of the Operator’s Group will make the determination of the appropriate system allocation during the design phase of any ATMS project. Maintenance and traffic control jurisdictional responsibilities for these intersections will remain with the local jurisdiction.
3. Status of intersections, Level of Service (LOS), counts and other data that is produced by the individual systems should be transferred to the PCC so that an overall view of the transportation network can be developed.

### Section 4. ITS Operation

1. Primary control and operation of ITS equipment will occur at the local Traffic Control Center.
2. All ITS field equipment installed and connected to the PCC, City of Clearwater or St. Petersburg Traffic Operations Center (TOC) will be considered part of the countywide system to the extent that all data from this equipment shall be transmitted to the PCC to be shared with all other integrated systems.
3. This excludes equipment owned and operated by the FDOT for their Freeway Management System (FMS).

Section 5. PCC

1. The PCC will be the centralized hub for data collection, fusion and dissemination to the public and other countywide agencies. To accomplish this task the PCC will maintain secondary control priority for all ITS field equipment but may assert control of those ITS devices, as necessary to insure consistency and provide information to the appropriate agencies.
2. The PCC shall coordinate information displayed on DMS signs for consistency. The PCC should have the ability to modify messages that may be in conflict with adjacent signs that are attached to a different system.

Section 6. Jurisdictional Responsibilities

1. Operation and maintenance for the ATMS / ITS components shall remain the responsibility of that local jurisdiction.
2. Operation and maintenance for the existing MTCS-pc system shall remain the responsibility of the local jurisdiction. This MOU does not modify any agreements in place relative to those systems.

Section 7. Effective Date and Termination

1. This Agreement shall take effect upon execution by all parties and filing with the Clerk of the Circuit Court for Pinellas County, Florida. This Agreement shall be effective for a period of five (5) years from the date of execution. This Agreement may be renewed subject to execution of a written renewal agreement between the COUNTY and the CITIES. Each renewal period may not exceed five (5) years. There is no limit to the number of renewals unless so specified in a subsequent renewal agreement.
2. This Agreement shall be terminated upon mutual consent of the parties or by any party, upon formal written notice received prior to January 1<sup>st</sup> of any calendar year with termination becoming effective October 1<sup>st</sup> of the same calendar year.