

CITY OF LA VISTA
MAYOR AND CITY COUNCIL REPORT
APRIL 16, 2019 AGENDA

Subject:	Type:	Submitted By:
MEMORANDUM OF UNDERSTANDING – DESIGN, OPERATIONS, AND MAINTENANCE OF THE 84 TH STREET ADAPTIVE SIGNAL CONTROL PROJECT	◆ RESOLUTION ORDINANCE RECEIVE/FILE	PAT DOWSE CITY ENGINEER

SYNOPSIS

A resolution has been prepared to approve the extended and modified Memorandum of Understanding (MOU) regarding the 84th Street Adaptive Signal Control Technology (ASCT) project in an amount not to exceed \$57,939 and authorize the Director of Public Works to execute the MOU.

FISCAL IMPACT

The FY19/20 Biennial Budget includes funding for this project. Future year operations budgets will reflect the ongoing operations costs of the ASCT system.

RECOMMENDATION

Approval

BACKGROUND

The City of Omaha is the lead agent of the project which will deploy an ASCT system to coordinate traffic signals on the 84th Street corridor from West Center Road in Omaha to Lincoln Road in Papillion. The project secured Highway Safety Improvement Program (HSIP) funding, to which HSIP covers 90% of the project costs, and each local and state agency covers their portion of the remaining 10% of the project costs.

The April 28, 2016 version of the MOU contained the anticipated cost share for each agency, both in project costs and annual operations costs of the ASCT system. The project has been awarded to Commonwealth Electric Company as the contractor, and Olsson has been retained for construction engineering services. The total project cost is currently \$3,895,774 (including a 5% contingency) which is 16.6% lower than the anticipated cost in the April 28, 2016 MOU of \$4,672,590. City of La Vista project cost share is currently anticipated not to exceed \$57,939 down from \$67,645.

The updated MOU, dated March 29, 2019, was revised to include updated construction and engineering costs and was modified to shift a portion of the operations costs, anticipated to be \$2,000 per year, from the Nebraska Department of Transportation (NDOT) to each applicable municipality as NDOT works to complete relinquishment of the N-85 corridor.

The MOU is effective through December 31, 2021, at which time the MOU may be further extended and/or modified.

RESOLUTION NO. ____

A RESOLUTION OF THE CITY OF LA VISTA, APPROVING AN EXTENDED AND MODIFIED MEMORANDUM OF UNDERSTANDING FOR 84TH STREET ADAPTIVE SIGNAL CONTROL TECHNOLOGY PROJECT FROM WEST CENTER ROAD IN OMAHA TO LINCOLN ROAD IN PAPILLION FOR AN ESTIMATED LOCAL COST NOT TO EXCEED \$57,939.00.

WHEREAS, the Mayor and City Council, have determined that an extension and modification of the April 28, 2016 Adaptive Signal Control Technology System Memorandum of Understanding is necessary; and

WHEREAS, the project secured Highway Safety Improvement Program funding for 90% of project costs; and

WHEREAS, the cost share for participating agencies, including the Cities of Omaha, Papillion, Ralston and La Vista, and the Nebraska Department of Transportation, have been updated to reflect NDOT's anticipated relinquishment of the N-85 corridor; and

WHEREAS, the participating agencies will retain ownership and maintenance responsibilities; and

WHEREAS, Subsection (C) (9) of Section 31.23 of the La Vista Municipal Code requires that the City Administrator secure Council approval prior to authorizing any expenditure over \$5,000.00.

NOW, THEREFORE, BE IT RESOLVED, that the Mayor and City Council do hereby approve an extended and modified Memorandum of Understanding with the City of Omaha for the 84th Street Adaptive Signal Control Technology Project on 84th Street from West Center Road in Omaha to Lincoln Road in Papillion for an estimated local cost not to exceed \$57,939.00 and authorize the Director of Public Works to execute the agreement.

PASSED AND APPROVED THIS 16TH DAY OF APRIL, 2019.

CITY OF LA VISTA

Douglas Kindig, Mayor

ATTEST:

Pamela A. Buethe, CMC
City Clerk

Memorandum of Understanding (MOU)

Design, Operations, and Maintenance of the Adaptive Signal Control Technology System (ASCT)

From 84th Street and West Center Road (Omaha) to Washington Street and Lincoln Street (Papillion)

March 29, 2019

I. PROJECT OVERVIEW

In 2011, the Metropolitan Area Planning Agency (MAPA) commissioned a project to coordinate traffic signals along 84th Street from West Center Road in Omaha to Lincoln Road in Papillion. One of the recommendations as a result of that project was to install an adaptive signal control technology (ASCT) system along the corridor. Since that time, the City of Omaha has completed a traffic signal system master plan, and MAPA has completed preliminary systems engineering for ASCT along the corridor. As part of stakeholder meetings held in 2015, the City of Omaha is leading the project and has secured Highway Safety Improvement Program (HSIP) funds for the capital improvements. Other participating agencies include the Nebraska Department of Transportation (NDOT), City of Ralston, City of La Vista, and City of Papillion. Table 1 summarizes the signals along the corridor, the jurisdiction in which it is located, the existing owning agency, and the existing operating/maintaining agency. However, NDOT is also expected to relinquish the N-85 designation along this corridor in 2019. When a segment is relinquished, NDOT ceases to have ownership or jurisdiction over the affected traffic signals in this segment. The two right columns in the table describe the agencies that will own, operate and maintain the signals after relinquishment of the highway has occurred.

Table 1 – Signals in the 84th Street ASCT Corridor

Traffic Signal	Jurisdiction	Existing		After N-85 Relinquishment	
		Owner	Operations & Maintenance	Owner	Operations & Maintenance
84th St & West Center Rd	Omaha	Omaha	Omaha	Omaha	Omaha
84th St & Hascall St	Omaha	Omaha	Omaha	Omaha	Omaha
84th St & Grover St	Omaha	Omaha	Omaha	Omaha	Omaha
84th St & Papillion Pkwy	Omaha	Omaha	Omaha	Omaha	Omaha
84th St & I-80 WB Ramp	Omaha	Omaha	Omaha	Omaha	Omaha
84th St & I-80 EB Ramp	Omaha	Omaha	Omaha	Omaha	Omaha
84th St & F St	Omaha	Omaha	Omaha	Omaha	Omaha
84th St & L St (US-275/N-92)	Omaha	Omaha	Omaha	Omaha	Omaha
84th St & Lakeview St	Omaha/Ralston	Omaha	Omaha	Omaha	Omaha
84th St & Q St	Omaha/Ralston	Omaha	Omaha	Omaha	Omaha
84th St & Park Dr	Ralston	NDOT/Ralston	NDOT	Ralston	Ralston
84th St & Madison St	Ralston	NDOT/Ralston	NDOT	Ralston	Ralston
84th St & Harrison St	Ralston/La Vista	NDOT/Ralston/La Vista	Omaha*	Ralston/La Vista	Omaha*
83rd St & Harrison St	Ralston/La Vista	Ralston/La Vista	Omaha*	Ralston/La Vista	Omaha*
84th St & Park View Boulevard	La Vista	NDOT/La Vista	NDOT	La Vista	La Vista
84th St & City Centre Dr	La Vista	NDOT/La Vista	NDOT	La Vista	La Vista
84th St & Brentwood Dr	La Vista	NDOT/La Vista	NDOT	La Vista	La Vista
Granville Pkwy & Brentwood Dr	La Vista	La Vista	La Vista	La Vista	La Vista
84th St & Giles Rd	La Vista/Papillion	NDOT/La Vista/Papillion	NDOT	La Vista/Papillion	La Vista/Papillion
85th St & Giles Rd	La Vista/Papillion	La Vista/Papillion	La Vista/Papillion	La Vista/Papillion	La Vista/Papillion
Washington St & Cary St	Papillion	NDOT/Papillion	NDOT	Papillion	Papillion
Washington St & Centennial Rd	Papillion	NDOT/Papillion	NDOT	Papillion	Papillion
Washington St & Hogan Dr	Papillion	NDOT/Papillion	NDOT	Papillion	Papillion
Washington St & 6th St	Papillion	NDOT/Papillion	NDOT	Papillion	Papillion
Washington St & 1st St	Papillion	NDOT/Papillion	NDOT	Papillion	Papillion
Washington St & Lincoln St	Papillion	NDOT/Papillion	NDOT	Papillion	Papillion

*City of Omaha assumes O&M responsibilities per Harrison Street agreement

Highlighted cells indicate a change from existing

Based on past stakeholder discussions, the City of Omaha will lead the design and assume full operational responsibilities of the ASCT system for the traffic signals along this entire project corridor. However, existing agencies will retain ownership and maintenance responsibilities. The purpose of this MOU is to describe activities for which each participating agency is responsible, as well as cost sharing for capital, operations, and maintenance activities.

II. COST-SHARING OF CAPITAL IMPROVEMENTS

Costs of ASCT capital improvements will be shared among participating agencies as summarized in Table 2.

Table 2 – Breakdown of ASCT Capital Costs among Participating Agencies

Traffic Signal	Sharing of ASCT Capital Costs				
	Omaha	NDOT	Ralston	LaVista	Papillion
84th St & West Center Rd	100%				
84th St & Hascall St	100%				
84th St & Grover St	100%				
84th St & Papillion Pkwy	100%				
84th St & I-80 WB Ramp	100%				
84th St & I-80 EB Ramp	100%				
84th St & F St	100%				
84th St & L St (US-275/N-92)	100%				
84th St & Lakeview St	75%		25%		
84th St & Q St	75%		25%		
84th St & Park Dr		50%	50%		
84th St & Madison St		50%	50%		
84th St & Harrison St		50%	25%	25%	
83rd St & Harrison St			50%	50%	
84th St & Park View Boulevard		50%		50%	
84th St & City Centre Dr		50%		50%	
84th St & Brentwood Dr		50%		50%	
Granville Pkwy & Brentwood Dr				100%	
84th St & Giles Rd		50%		25%	25%
85th St & Giles Rd				50%	50%
Washington St & Cary St		50%			50%
Washington St & Centennial Rd		50%			50%
Washington St & Hogan Dr		50%			50%
Washington St & 6th St		50%			50%
Washington St & 1st St		50%			50%
Washington St & Lincoln St		50%			50%

III. ASCT CAPITAL IMPROVEMENTS

The following components are eligible for HSIP funding, therefore, will be considered capital improvements as part of the ASCT project:

- A. Design Services – Engineering and development of construction plans by Felsburg, Holt, and Ullevig. This cost will be divided equally among the 26 traffic signals in the project.
- B. Construction – Procurement and installation of physical infrastructure which consists new cabinets, controllers, detection (installation only) communications conduit and fiber optic cabling, CCTV cameras and other miscellaneous items at various intersections such as new signal heads, pedestrian push buttons, etc. Commonwealth Electric Company is the construction contractor on the project. This cost will be calculated on a per intersection basis per the quantities and unit costs identified in the plans.
- C. Communications Services – As part of an existing agreement with the City of Omaha, a portion of the communications system infrastructure will be owned and operated by Unite Private Networks (UPN).

This cost will be divided among the thirteen traffic signals north of (and including) 84th Street & Harrison Street.

D. Construction Engineering – Construction engineering services during the above construction phase of the project. Olsson will provide construction engineering services. This cost will be divided equally among the 26 traffic signals in the project.

E. ASCT System, Configuration, Implementation, and Support – As part of a separate RFP process, Intelight was chosen as the adaptive system for this corridor in accordance with previously conducted systems engineering process. This cost will be divided equally among the 26 traffic signals in the project. This contract includes:

1. Detection – furnishing of stop bar and advance detection (construction contractor to install)
2. ASCT Software – additional software that operates on the traffic signal controllers
3. Configuration and Implementation – services to configure, implement, fine-tune the ASCT system
4. Technical Support and Software Maintenance – five years of support and maintenance included

Table 3 summarizes the total capital costs of the project broken into the five categories described above and by traffic signal.

Table 3 – Summary of ASCT Capital Costs

Traffic Signal	Design (FHU)	Construction (Commonwealth)	Communications (UPN)	Const Eng (Olsson)	ASCT (Intelight)	ASCT Project
84th St & West Center Rd	\$7,772	\$65,937	\$1,214	\$8,827	\$58,284	\$142,034
84th St & Hascall St	\$7,772	\$44,283	\$1,214	\$8,827	\$58,284	\$120,380
84th St & Grover St	\$7,772	\$53,299	\$1,214	\$8,827	\$58,284	\$129,396
84th St & Papillion Pkwy	\$7,772	\$38,207	\$1,214	\$8,827	\$58,284	\$114,304
84th St & I-80 WB Ramp	\$7,772	\$66,469	\$1,214	\$8,827	\$58,284	\$142,565
84th St & I-80 EB Ramp	\$7,772	\$72,995	\$1,214	\$8,827	\$58,284	\$149,092
84th St & F St	\$7,772	\$63,496	\$1,214	\$8,827	\$58,284	\$139,592
84th St & L St (US-275/N-92)	\$7,772	\$79,631	\$1,214	\$8,827	\$58,284	\$155,728
84th St & Lakeview St	\$7,772	\$75,660	\$1,214	\$8,827	\$58,284	\$151,756
84th St & Q St	\$7,772	\$81,813	\$1,214	\$8,827	\$58,284	\$157,910
84th St & Park Dr	\$7,772	\$61,430	\$1,214	\$8,827	\$58,284	\$137,526
84th St & Madison St	\$7,772	\$73,792	\$1,214	\$8,827	\$58,284	\$149,888
84th St & Harrison St	\$7,772	\$54,359	\$1,214	\$8,827	\$58,284	\$130,456
83rd St & Harrison St	\$7,772	\$77,825		\$8,827	\$58,284	\$152,707
84th St & Park View Boulevard	\$7,772	\$72,152		\$8,827	\$58,284	\$147,034
84th St & City Centre Dr	\$7,772	\$56,094		\$8,827	\$58,284	\$130,976
84th St & Brentwood Dr	\$7,772	\$99,633		\$8,827	\$58,284	\$174,516
Granville Pkwy & Brentwood Dr	\$7,772	\$46,598		\$8,827	\$58,284	\$121,481
84th St & Giles Rd	\$7,772	\$93,196		\$8,827	\$58,284	\$168,079
85th St & Giles Rd	\$7,772	\$86,430		\$8,827	\$58,284	\$161,312
Washington St & Cary St	\$7,772	\$85,688		\$8,827	\$58,284	\$160,570
Washington St & Centennial Rd	\$7,772	\$90,201		\$8,827	\$58,284	\$165,083
Washington St & Hogan Dr	\$7,772	\$91,707		\$8,827	\$58,284	\$166,589
Washington St & 6th St	\$7,772	\$103,873		\$8,827	\$58,284	\$178,755
Washington St & 1st St	\$7,772	\$116,451		\$8,827	\$58,284	\$191,334
Washington St & Lincoln St	\$7,772	\$81,828		\$8,827	\$58,284	\$156,711
Totals	\$202,059	\$1,933,047	\$15,783	\$229,498	\$1,515,387	\$3,895,774

The total cost of the ASCT system is currently \$3,895,774, which includes a 5% contingency in the construction phase. The current cost is less than the \$4,672,590 which was originally estimated and included in the previous MOU dated April 28, 2016. Because HSIP funds are utilized, 90% of the capital costs will be funded with the HSIP funds, and a 10% local match is required. The share of local match for each participating agency, based upon the proportions identified in Table 2, is summarized in Table 4.

Table 4 – Share of ASCT Capital Costs for Participating Agencies

Traffic Signal	ASCT Project Total	ASCT Total Local Match	Share of ASCT Local Match				
			Omaha	NDOT	Ralston	LaVista	Papillion
84th St & West Center Rd	\$142,034	\$14,203	\$14,203				
84th St & Hascall St	\$120,380	\$12,038	\$12,038				
84th St & Grover St	\$129,396	\$12,940	\$12,940				
84th St & Papillion Pkwy	\$114,304	\$11,430	\$11,430				
84th St & I-80 WB Ramp	\$142,565	\$14,257	\$14,257				
84th St & I-80 EB Ramp	\$149,092	\$14,909	\$14,909				
84th St & F St	\$139,592	\$13,959	\$13,959				
84th St & L St (US-275/N-92)	\$155,728	\$15,573	\$15,573				
84th St & Lakeview St	\$151,756	\$15,176	\$11,382		\$3,794		
84th St & Q St	\$157,910	\$15,791	\$11,843		\$3,948		
84th St & Park Dr	\$137,526	\$13,753		\$6,876	\$6,876		
84th St & Madison St	\$149,888	\$14,989		\$7,494	\$7,494		
84th St & Harrison St	\$130,456	\$13,046		\$6,523	\$3,261	\$3,261	
83rd St & Harrison St	\$152,707	\$15,271			\$7,635	\$7,635	
84th St & Park View Boulevard	\$147,034	\$14,703		\$7,352		\$7,352	
84th St & City Centre Dr	\$130,976	\$13,098		\$6,549		\$6,549	
84th St & Brentwood Dr	\$174,516	\$17,452		\$8,726		\$8,726	
Granville Pkwy & Brentwood Dr	\$121,481	\$12,148				\$12,148	
84th St & Giles Rd	\$168,079	\$16,808		\$8,404		\$4,202	\$4,202
85th St & Giles Rd	\$161,312	\$16,131				\$8,066	\$8,066
Washington St & Cary St	\$160,570	\$16,057		\$8,029			\$8,029
Washington St & Centennial Rd	\$165,083	\$16,508		\$8,254			\$8,254
Washington St & Hogan Dr	\$166,589	\$16,659		\$8,329			\$8,329
Washington St & 6th St	\$178,755	\$17,876		\$8,938			\$8,938
Washington St & 1st St	\$191,334	\$19,133		\$9,567			\$9,567
Washington St & Lincoln St	\$156,711	\$15,671		\$7,836			\$7,836
Totals	\$3,895,774	\$389,577	\$132,534	\$102,876	\$33,009	\$57,939	\$63,220

IV. TRAFFIC SIGNAL OPERATIONS

The City of Omaha will operate controllers, ASCT software, and other items specifically described below at all traffic signals included in the ASCT system.

- Controllers – The City of Omaha is solely responsible for developing, implementing, and maintaining traffic signal controller databases, including clearance intervals, timing plans, schedules, etc.
- ASCT System – The City of Omaha is solely responsible for developing and operating the ASCT software and databases, and will provide any available information or documentation related to the operation, performance, or maintenance of the ASCT system as requested by participating agencies.
- Detection – The City of Omaha will monitor operations and performance of the detection system, and will notify participating agency staff of equipment failures that require maintenance action.
- Communications – The City of Omaha will monitor operations and performance of the fiber optic and wireless communications systems, and will notify participating agency staff of failures that require maintenance action.
- PTZ Cameras – The City of Omaha will operate PTZ cameras for the purposes of monitoring traffic operations and the management of the ASCT system. Participating agencies will have access to the cameras, including pan-tilt-zoom capabilities.
- To the extent practical, participating agency staff can be provided viewer access to the ATMS and video management system (VMS).

Costs for operations shall be \$1,000.00, annually, per location. These costs shall be divided among the participating agencies per the proportions identified in Table 5. Table 5 differs from Table 2 to reflect the shift

of operational costs from NDOT to other jurisdictions as a result of the relinquishment of N-85. Table 6 summarizes the share of annual operations costs for each of the participating agencies.

Table 5 – Proportional Breakdown of ASCT Operational Costs

Traffic Signal	Sharing of ASCT Operational Costs N-85 NOT Relinquished					Sharing of ASCT Operational Costs N-85 Relinquished				
	Omaha	NDOT	Ralston	LaVista	Papillion	Omaha	NDOT	Ralston	LaVista	Papillion
84th St & West Center Rd	100%					100%				
84th St & Hascall St	100%					100%				
84th St & Grover St	100%					100%				
84th St & Papillion Pkwy	100%					100%				
84th St & I-80 WB Ramp	100%					100%				
84th St & I-80 EB Ramp	100%					100%				
84th St & F St	100%					100%				
84th St & L St (US-275/N-92)	100%					100%				
84th St & Lakeview St	75%		25%			75%		25%		
84th St & Q St	75%		25%			75%		25%		
84th St & Park Dr		50%	50%					100%		
84th St & Madison St		50%	50%					100%		
84th St & Harrison St		50%	25%	25%				50%	50%	
83rd St & Harrison St			50%	50%				50%	50%	
84th St & Park View Boulevard		50%		50%					100%	
84th St & City Centre Dr		50%		50%					100%	
84th St & Brentwood Dr		50%		50%					100%	
Granville Pkwy & Brentwood Dr				100%						100%
84th St & Giles Rd		50%		25%	25%				50%	50%
85th St & Giles Rd				50%	50%				50%	50%
Washington St & Cary St		50%			50%					100%
Washington St & Centennial Rd		50%			50%					100%
Washington St & Hogan Dr		50%			50%					100%
Washington St & 6th St		50%			50%					100%
Washington St & 1st St		50%			50%					100%
Washington St & Lincoln St		50%			50%					100%

Table 6 – Actual Breakdown of ASCT Operational Costs

Traffic Signal	Annual Operations Costs	Share of Annual Operations Costs Highway 85 NOT Relinquished				Share of Annual Operations Costs Highway 85 Relinquished			
		NDOT	Ralston	LaVista	Papillion	NDOT	Ralston	LaVista	Papillion
84th St & Lakeview St	\$1,000		\$250					\$250	
84th St & Q St	\$1,000		\$250					\$250	
84th St & Park Dr	\$1,000	\$500	\$500					\$1,000	
84th St & Madison St	\$1,000	\$500	\$500					\$1,000	
84th St & Harrison St	\$1,000	\$500	\$250	\$250				\$500	\$500
83rd St & Harrison St	\$1,000		\$500	\$500				\$500	\$500
84th St & Park View Boulevard	\$1,000	\$500		\$500					\$1,000
84th St & City Centre Dr	\$1,000	\$500		\$500					\$1,000
84th St & Brentwood Dr	\$1,000	\$500		\$500					\$1,000
Granville Pkwy & Brentwood Dr	\$1,000			\$1,000					\$1,000
84th St & Giles Rd	\$1,000	\$500		\$250	\$250			\$500	\$500
85th St & Giles Rd	\$1,000			\$500	\$500			\$500	\$500
Washington St & Cary St	\$1,000	\$500			\$500				\$1,000
Washington St & Centennial Rd	\$1,000	\$500			\$500				\$1,000
Washington St & Hogan Dr	\$1,000	\$500			\$500				\$1,000
Washington St & 6th St	\$1,000	\$500			\$500				\$1,000
Washington St & 1st St	\$1,000	\$500			\$500				\$1,000
Washington St & Lincoln St	\$1,000	\$500			\$500				\$1,000
Totals	\$18,000	\$6,500	\$2,250	\$4,000	\$3,750	\$0	\$3,500	\$6,000	\$7,000

Future operational improvements, such as implementation of left turn arrows, modifications to signal phasing, or requests for other physical changes shall be subject to City of Omaha policies and evaluation by City of Omaha staff. Modifications to controller databases or ASCT system parameters is included in the operations costs described above, however, equipment and installations costs associated with these improvements will be shared among the participating agencies as summarized in Table 5.

V. TRAFFIC SIGNAL MAINTENANCE

The agency responsible for existing traffic signal maintenance will continue to maintain most traffic signal components, including detection, cabinets, PTZ cameras, communications, and signs, with the exception of any items noted below.

- A. If the participating agency requests the City of Omaha to provide and replace any controllers or ASCT hardware, the City of Omaha will directly bill the participating agency for labor and equipment costs on an annual basis (above and beyond the \$1,000 per signal operations cost).
- B. The City of Omaha will monitor the communications system and notify the agency owning the communications system of a failure. Each participating agency is responsible for the maintenance of the communications infrastructure (conduit/fiber optic cable, wireless devices). In addition, the owning agency is responsible for locating underground facilities.
- C. Power used for each signal will be metered and paid for by the jurisdiction in which the signal is located, as it is now.
- D. Exceptions – The City of Omaha will not assume any maintenance activities associated with the following: signing, pavement markings, maintenance of pavement surfaces, snow plowing, mowing, weed control, or any other non-signal-related activities.

VI. FUTURE TRAFFIC SIGNAL CAPITAL OR OPERATIONAL IMPROVEMENTS

The costs of future ASCT capital improvements shall be shared among participating agencies per the proportions identified in Table 5, unless otherwise agreed upon at that time. Other capital improvements could include, but is not limited to, traffic signal rebuilds, modifications to traffic signals due to public improvement projects (roadway widening), and modifications to traffic signals due to development-related projects, addition of left turn arrows, etc. which would be shared as determined by the affected agencies when such improvements occur. Participating agencies are responsible for notifying the City of Omaha when improvements take place that require operational changes to the controller databases or ASCT system.

VII. TERMS OF MOU

The terms of this MOU shall be effective until December 31, 2021, at which point participating agencies will agree to extend or modify the MOU for a new term.

VIII. INTERLOCAL COOPERATION ACT PROVISIONS.

This MOU shall not create any separate legal or administrative entity. It shall be administered jointly by the parties, through one representative to be designated by and on behalf of each party. Each party shall separately finance and budget its own duties and functions under this MOU. There shall be no jointly held property as a result of this MOU. Upon termination, each party shall retain ownership of the property it owns at the time of termination. This MOU does not authorize the levying, collecting or accounting of any tax.

Executed this ___ day of _____, 20____

Signature: _____

Print: _____

Title: _____

Agency: _____

Copy 1 of 5

Executed this ___ day of _____, 20____

Signature: _____

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