

CITY OF LA VISTA
MAYOR AND CITY COUNCIL REPORT
JANUARY 4, 2022 AGENDA

Subject:	Type:	Submitted By:
MEMORANDUM OF UNDERSTANDING – 84 TH STREET ADAPTIVE SIGNAL CONTROL SYSTEM	◆ 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 (ACST) project in terms of ongoing and future operations and maintenance obligation through December 31, 2024, and authorizes the Director of Public Works to execute the MOU.

FISCAL IMPACT

The FY21/FY22 Biennial Budget provides funding for ongoing operations and maintenance of traffic signal systems.

RECOMMENDATION

Approval

BACKGROUND

The MOU is a continuation of the original MOU dated April 28, 2016, and the subsequent revised MOU dated March 29, 2019, which was updated to finalize the construction costs, as well as operations and maintenance responsibilities each agency once the ACST system became operational. The 84th Street ACST system is along the 84th Street (former State Highway N-85) Corridor from Lincoln Road in Papillion to Center Street in Omaha. This current revision of the MOU, dated December 20, 2021, does not substantively change the maintenance nor operations obligations of the City of La Vista through the current duration of the MOU, effective until December 21, 2024. The changes of note refer to the anticipation of the further relinquishment of N-85 from Nebraska Department of Transportation (NDOT) within the cities of Omaha and Ralston within the calendar year.

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 LINCOLN ROAD IN PAPILLION TO CENTER STREET IN OMAHA.

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 FY21/FY22 Biennial Budget provides funding for ongoing operations and maintenance of traffic signal systems; 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

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 from Lincoln Road in Papillion to Center Street in Omaha and authorize the Director of Public Works to execute the agreement.

PASSED AND APPROVED THIS 4TH DAY OF JANUARY, 2022.

CITY OF LA VISTA

ATTEST:

Douglas Kindig, Mayor

Pamela A. Buethe, MMC
City Clerk

Memorandum of Understanding (MOU)

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)

December 20, 2021

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. As part of stakeholder meetings held in 2015, the City of Omaha was determined to be the lead agency. Other participating agencies include the Nebraska Department of Transportation (NDOT), City of Ralston, City of La Vista, and City of Papillion. In 2019, the ASCT system was constructed and became operational. Table 1 summarizes the signals included in the ASCT system, the jurisdiction in which it is located, the existing owning agency, and the existing operating/maintaining agency as of January 1, 2022. The table below reflects relinquishment of Highway N-85 in both Papillion and La Vista, but not Ralston or Omaha, which may occur in the upcoming year.

Table 1 – Signals in the 84th Street ASCT Corridor

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

* Operations by City of Omaha; Maintenance responsibilities per Harrison Street agreement

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 operations and maintenance activities.

II. 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.

- A. Controllers – The City of Omaha is solely responsible for developing, implementing, and maintaining traffic signal controller databases, including clearance intervals, timing plans, schedules, etc.
- B. 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.
- C. 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.
- D. 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.
- E. 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.
- F. To the extent practical, participating agency staff can be provided viewer access to the ATMS and video managements 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 2. Table 3 summarizes the share of annual operations costs for each of the participating agencies. Table 3 will be updated on annual basis, if needed, to account for relinquishment of N-85 through Ralston.

Table 2 – Proportional Breakdown of ASCT Operational Costs

Traffic Signal	Sharing of ASCT 2022 Operational Costs				
	Omaha	NDOT	Ralston	LaVista	Papillion
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		25%	25%	50%	
83rd St & Harrison St			50%	50%	
84th St & Park View Boulevard				100%	
84th St & City Centre Dr				100%	
84th St & Brentwood Dr				100%	
Granville Pkwy & Brentwood Dr				100%	
84th St & Giles Rd				50%	50%
85th St & Giles Rd				50%	50%
Washington St & Cary St					100%
Washington St & Centennial Rd					100%
Washington St & Hogan Dr					100%
Washington St & 6th St					100%
Washington St & 1st St					100%
Washington St & Lincoln St					100%

Table 3 – Actual Breakdown of ASCT Operational Costs

Traffic Signal	Annual Operations Costs	Share of 2022 Operations Costs			
		NDOT	Ralston	LaVista	Papillion
84th St & Lakeview St	\$1,000		\$250		
84th St & Q St	\$1,000		\$250		
84th St & Park Dr	\$1,000	\$500	\$500		
84th St & Madison St	\$1,000	\$500	\$500		
84th St & Harrison St	\$1,000	\$250	\$250	\$500	
83rd St & Harrison St	\$1,000		\$500	\$500	
84th St & Park View Boulevard	\$1,000			\$1,000	
84th St & City Centre Dr	\$1,000			\$1,000	
84th St & Brentwood Dr	\$1,000			\$1,000	
Granville Pkwy & Brentwood Dr	\$1,000			\$1,000	
84th St & Giles Rd	\$1,000			\$500	\$500
85th St & Giles Rd	\$1,000			\$500	\$500
Washington St & Cary St	\$1,000				\$1,000
Washington St & Centennial Rd	\$1,000				\$1,000
Washington St & Hogan Dr	\$1,000				\$1,000
Washington St & 6th St	\$1,000				\$1,000
Washington St & 1st St	\$1,000				\$1,000
Washington St & Lincoln St	\$1,000				\$1,000
Totals	\$18,000	\$1,250	\$2,250	\$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 2.

III. TRAFFIC SIGNAL MAINTENANCE

The agency responsible for existing traffic signal maintenance as summarized in Table 1 will continue to maintain traffic signal components 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.

IV. 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 2, 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.

V. TERMS OF MOU

The terms of this MOU shall be effective until December 31, 2024, at which point participating agencies will agree to extend or modify the MOU for a new term.

VI. 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: _____

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Agency: _____

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