

## Memorandum of Support

This Memorandum of Support (MOS) is between; Sarpy, Cass, Saunders, Washington, Douglas and Lancaster: Counties as defined by LB546; and the following communities located within the designated boundaries of the Interstate 80 (I-80) corridor; Lincoln, Waverly, Greenwood, Ashland, Gretna, Papillion, La Vista heretofore referred to as “the Communities”.

**Whereas**, the Nebraska Innovation Zone Commission (NIZC), or a group association designated by the Nebraska Innovation Zone Commission( I-80 Corridor Association), lists among its responsibilities the planning and design, promotion, and marketing of a targeted area between designated transportation exit numbers and supporting economic growth and development for the Counties; and

**Whereas**, I-80 from exit number 405 in Lancaster County to exit 440 in Sarpy County and adjacent Communities heretofore referred to as the I-80 corridor is an important component of the state’s transportation system and serving an area projected to experience a significant amount of growth and development during the coming years; and

**Whereas**, the NIZC Studies (Studies-Phase I and Model Design Standards) have involved major phases that have progressed into key recommendations for the Counties and Communities during the Studies duration, Phase 1 examined regional issues, including the development of guiding principles for the Counties and the Communities. The Model Design Standards examined details within each segment and identified common existing patterns of standards that could be incorporated into basic guidelines that the Counties and Communities could adhere to when planning for interchange development, site development, community character, and building setback lines, and facilitate compatibility of design, improves visual appearance of highway facilities, and reduces the need for remedial measures and the cost to taxpayers; and

**Whereas**, there is support and a recognized need among the Counties and the Communities and all stakeholders along the I-80 Corridor to ensure that orderly development occurs within the Corridor that would permit safe and efficient use of land and resources; and

**Whereas**, local planning, incentives, zoning controls, land development regulations, subdivision regulations and other development approvals, utility locations, and permits can be effectively utilized to address future needs; and

**Whereas**, the Counties, Communities, NIZC and I-80 Corridor Association fully understand that this MOS serves as a framework for cooperation among the Counties, Communities and NIZC or the I-80 Corridor Association, and creates an atmosphere of cooperation to take appropriate actions to participate in implementation of the Studies, but not to create a binding legal obligation to adopt or carry out, but rather to guide, support and share information and projects between Counties, Communities, NIZC and the I-80 Corridor Association, in the spirit of regional growth and development, for the good of all Counties, Communities, and Nebraska tax payers.

**Whereas**, the adoption and implementation of the model design standards is recognized as a significant step toward voluntary regional cooperation and a venue for building consensus among jurisdictions.

**Whereas**, support of specific standards is the purview of the Counties and Communities, it is recommended that Counties and Communities cooperate in implementing the Model Design Standards, recommended by NIZC, to promote quality design, preserve natural features, and promote economic development within designated areas of the I-80 corridor, support a memorandum signifying a documented voluntary and cooperative participation.

**Now, therefore**, the Counties, Communities, NIZC and the I-80 Corridor Association agree to cooperate with each other as follows:

**Purpose:**

Through the collaboration forged by this MOS, the Counties, Communities, NIZC and I-80 Corridor Association, desire to cooperatively: (1) preserve, obtain or dedicate, if possible and appropriate, the right-of-way for future improvements as indentified in the Studies; (2) identify and pursue traditional and non-traditional funding sources for I-80 corridor improvements, involving private and public partnerships, as well as local planning and capital improvement needs consistent with the Studies; (3) Counties, Communities and the I-80 corridor Association will desire to cooperatively toward continual, open and full communications between all parties with respect to any and all matters that may have the potential to impact the I-80 corridor region, and support the nature and findings of the Studies; and (4) that prior to adopting any specific positions or actions in support of that proposal, the NIZC and a I-80 Corridor Association will give further consideration to the expressed concerns of members of NIZC, the I-80 Corridor Association, and other area stakeholders who participate with those organizations regarding any construction of new I-80 interchanges.

The undersigned are executing this MOS on the date stated in the introductory clause to demonstrate support, encouragement and understanding relating to the regional development process and commitment to each entity to participate fairly.

BY;

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