

MEMORANDUM OF UNDERSTANDING

between the CITY OF AUSTIN and the GREATER AUSTIN CHAMBER OF COMMERCE regarding the DOWNTOWN AUSTIN CIRCULATION STUDY

This Memorandum of Understanding (the "*Agreement*") is made by and between the City of Austin, a Texas municipal corporation, (the "*City*") and the Greater Austin Chamber of Commerce, a Texas 501(c)(6) nonprofit organization, (the "*Chamber*"). The City and the Chamber are sometimes individually referred to herein as a "*Party*" and collectively referred to herein as the "*Parties*."

RECITALS

WHEREAS, the City is developing a Downtown Austin Circulation Plan to identify short-term and long-term transportation improvements necessary to address increasing congestion entering, leaving, and within Downtown Austin; and

WHEREAS, the Chamber has an ongoing program known as Take On Traffic to identify high congestion points within the transportation network and identify solutions to address these concerns; and

WHEREAS, the Parties, finding their transportation objectives compatible and complementary, seek a partnership to initiate a proactive Downtown Circulation Plan;

NOW THEREFORE, the Parties agree as follows:

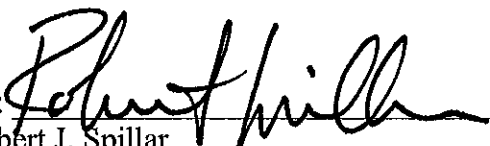
1. The City will initiate a Downtown Circulation Study by reinstituting an annual traffic count and monitoring program that was discontinued by the City in 1992.
2. Traffic counts will be conducted at locations (individual intersections and screen line locations) indicated in the attachment, Proposed Count Locations, which is hereby incorporated into this Agreement. The count program will be carried out using a combination of consultant/subconsultant count staff as well as internal Transportation Department Count Staff and automated counter technologies.
3. The City's Transportation Division within the Transportation Department will be the implementing department.
4. The data collection project will be developed in December 2008 for implementation (actual traffic counts) in January, February, and March 2009.
5. Barring any significant delays due to special events, weather, or other occurrences beyond the Parties' control, the results from the data collection effort will be

published in a publicly accessible format available for review by the Chamber and public by the end of April 2009.

6. The Chamber will contribute \$30,000 in grants funds to the City. These grant funds will be applied only to activities addressed under this Agreement and shall not be used for general transportation funding.
7. The City will bear any additional costs required to complete the activities addressed under this Agreement.
8. All direct and indirect costs related to the count program will be billed to the project for tracking and auditing purposes.
9. The City will provide the Chamber with a final accounting indicating how the Chamber's grant funds were used. This accounting will be produced within a reasonable period after completion of the activities addressed under this Agreement.
10. This Agreement contains the entire agreement of the Parties and supersedes all prior or contemporaneous understandings or representations, whether oral or written, respecting the subject matter addressed. No change, amendment, or modification of this Agreement shall be valid or binding upon the Parties unless in writing and duly executed by each of the Parties.
11. This Agreement may be executed in any number of counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one and the same instrument.

Executed on this day, December 12, 2008, to be effective as of
December 18, 2008.

CITY OF AUSTIN

By: 
Robert J. Spillar
Director of Transportation
City of Austin

Date: 12/12/08

(signatures continued on next page)

GREATER AUSTIN CHAMBER OF COMMERCE


By: Michael W. Rollins

Date: 12/15/08

Name: Michael W. Rollins

Title: President

APPROVED AS TO FORM:



Chad Shaw
City of Austin, Law Department

DRAFT SCOPE OF WORK

DOWNTOWN AUSTIN CIRCULATION STUDY

PURPOSE:

Building from the Downtown Austin Plan (DAP), generate an understanding of the existing gaps within the system in terms of pedestrian, bicycle, transit, vehicle, and parking access. Develop short-, medium-, and long-term action plans for implementation of the DAP that charts a course for improving overall circulation to/from and within Central Austin. The plan will by definition look at a multimodal system of transportation serving the central area of Austin. The plan will also implement a long-term system for monitoring transportation movements in and out of the central area, generating data that allow the on-going evaluation of the plan and that also facilitate sound planning of future transportation solutions.

STUDY AREA:

The proposed study area will include that portion of Austin bounded by MoPac on the west, IH 35 on the East, Ben White (US 290/SH 71) on the South and approximately Dean Keeton on the north. The boundary roadways identified above will be included in the planning process. The identified study area is suggested as a first approximation of the area needed for consideration and may be expanded if specific circulation issues require extension beyond the identified boundaries.

SCOPE ELEMENTS;

1. Data gathering – Using a grant from the Austin Chamber of Commerce, develop an annual traffic count program that allows for the on-going collection of traffic volumes, classification of primary traffic corridors by vehicle type, and quantification of annual growth trends over time. Develop a traffic data gathering report that will serve as the annual traffic count data report for Central Austin. See accompanying agreement between City of Austin and Austin Chamber of Commerce for funding grant along with proposed count plan.
2. Identify current gaps within existing system related to access, levels of service, and inter-modal connectivity
3. Identify both simple, common sense improvements that can be completed within two years and long-term improvements that will need significant investments to be accomplished
4. Identify existing proposed projects within the identified central area of Austin and explain how those projects will fit into the mobility network (pedestrian, bicycle, transit, and vehicle network) to maximize the existing investments for an overall superior transportation system
5. Identify transportation needs to accommodate projected growth downtown and within the central Austin area.

6. Develop/incorporate an action plan for facilitating special events and activities at major venues within the community. Develop policy recommendations to address shortfalls in parking and access to major destinations.
7. Develop operational strategies and recommend policy to minimize conflicts caused by construction and/or special events to the basic access routes into and out of central Austin.

**Funding Grant Agreement between
City of Austin and Austin Chamber of Commerce
Task 1 of Downtown Austin Circulation Study**

The City of Austin has embarked on the development of a Downtown Austin Circulation Plan. The plan will identify short-term and long-term transportation improvements necessary to address increasing congestion entering and leaving as well as within Downtown Austin. At the same time, the Greater Austin Chamber of Commerce has an on-going program known as Take On Traffic. This program seeks to identify high congestion points within the transportation network and identify solutions to address these concerns. The City of Austin, finding that the Chamber and City objectives are compatible, seeks a partnership with the Chamber to initiate a proactive Downtown Circulation Plan (See attached scope of work).

The City of Austin proposes to initiate the Downtown Circulation Study by reinstituting an annual traffic count and monitoring program that was discontinued by the City in 1992. A map of the proposed count locations (individual intersections and screen line locations) is provided in the attached graphic. The count program will be carried out using a combination of consultant/subconsultant count staff as well as internal Transportation Department Count Staff and automated counter technologies. The City of Austin's Transportation Division within the Transportation Department will be the implementing department. The data collection project will be developed in December 2008 for implementation (actual traffic counts) in January, February, and March 2009. The results from the data collection effort will be published in a publicly accessible format available for review by the Chamber and public by the end of April 2009 (barring any significant delays due to special events, weather, etc.).

Estimated cost for this count is roughly \$30,000 for which the City of Austin requests a grant from the Greater Austin Chamber of Commerce. Additional costs will be borne by the City of Austin to complete the count process and develop the final report. These additional costs are not fully detailed yet and will be incorporated into the definition of the data collection program. Funds received in the form of grants from the Greater Austin Chamber of Commerce will be restricted for use on the identified project only and shall not be used for general transportation funding. All costs (direct and indirect) related to the count program will be billed to the project for tracking and auditing purposes.

As part of the final report, the City of Austin will provide to the Chamber an accounting of how the grant monies were used.

Schedule:

Task	December	January	February	March	April
Complete definition of count program					
Conduct Counts					
Develop Report					

