

**GUIDELINES FOR COUNTY PARTICIPATION IN
PUBLIC/PRIVATE PARTNERSHIP AGREEMENTS
FOR ARTERIAL ROADWAY CONSTRUCTION
(Adopted July 12, 2005)**

PRINCIPLES

- The purpose of the program is to improve mobility. The candidate project shall be a planned arterial within the adopted CAMPO long-range transportation plan.
- The candidate project shall be within the unincorporated area of Travis County and outside the “near term annexation area” of the City of Austin as defined in 30-1-21(50) of the Austin-Travis County Subdivision Regulations or a 3-year annexation plan adopted by a municipality to be eligible for county financial participation.
- The completed project shall result in a minimum viable segment of roadway, fully functional and usable by the public if no subsequent phase or segment is constructed in the future, and shall connect to a publicly maintained roadway.
- Within municipal extraterritorial jurisdictions, the terms and conditions of the public/private partnership agreement shall be consistent with subdivision regulations jointly adopted by a city and the county, or the county’s subdivision regulations if no joint code exists.
- County financial participation is contingent upon approval by the citizens of bond funds for the project or by funds otherwise approved by the Commissioners Court.
- All parties and controlling interests within the limits of the minimum viable segment of roadway shall agree to the basic requirements below before the County Attorney initiates contract development.

BASIC REQUIREMENTS

- From land they control, the participating private parties shall donate to the county all rights of way, drainage easements, and land for all necessary road-related storm water capture and transmission facilities and detention and water quality ponds necessary for the project. At its discretion, the county may use its power of eminent domain to acquire out parcels.
- Private parties shall pay their proportionate share of engineering and construction cost, but not less than half of the cost of a four-lane divided arterial roadway. Proportionate share is defined as the total number of vehicle miles of travel generated by a preliminary subdivision plan of the parent tract(s) divided by the CAMPO forecasted increment of total vehicle miles of travel within the quadrant of the county where the private properties are located, multiplied by the total cost of the planned, added arterial capacity within the quadrant.
- Construction cost shall include bridges, utility relocation, road-related storm water detention and water quality ponds, landscaping, pedestrian and bicycle facilities and any cost increase or change order reasonably necessary to complete the project.
- The parties shall make available their proportionate share of engineering design cost prior to the execution of a professional services agreement. The private parties shall dedicate all right of way and easements and post fiscal security for the full amount of the private sector’s proportionate share of construction cost prior to the award of bid.
- Construction will be competitively bid whether done by the private or public sector.
- The County shall define the project engineering design standards; define and approve the scope and terms of the engineering contracts, including the amount and coverage of professional errors and omissions insurance; and review and approve the engineering construction plans and specifications.
- A private party who disagrees with a decision made by the Executive Manager under these guidelines may appeal that decision to the Travis County Commissioners Court.