TESTIMONY ON PUBLIC-PRIVATE PARTNERSHIPS

Senate Transportation and Homeland Security Committee The Honorable Tommy Williams, Chairman



Conclusions

- Abandon the term Comprehensive Development Agreement
- Select very few projects to pursue (less than 8 statewide) as public-private partnerships (PPPs) with local sponsorship
- Get MPO, impacted county and local legislative support for PPP projects
- In the absence of revenue, regions need tools to address congestion
- Move towards the next generation PPPs

Next Generation Public-Private Partnerships

- Encourage domestic involvement from the private sector
- Strengthen buyback provisions and eliminate noncompete clauses
- In nonattainment areas, require the private sector to integrate air quality elements
- Explore the role of the private sector as a backstop or revolving fund for system-level PPPs
- Retain the ability to transition immediate action HOV lanes to tolled managed lanes

Practical Implications of Primacy/First Option

Clarify which agency has first option when there are multiple local toll project entities within the same geographic region

Public sector responsibilities will be known and declared at the time of legislative request







