



**2006 MOBILITY 21 TRANSPORTATION SUMMIT
RECOMMENDATIONS
Public Private Partnerships Session**

WHEREAS, the fifth annual Mobility 21 Transportation Summit will take place on Monday October 30, 2006 to bring our transportation stakeholders together to dialogue the current state and future opportunities of our transportation system; and

WHEREAS, our existing transportation infrastructure funds are becoming increasingly scarce and our transportation infrastructure needs are rising well beyond our ability to finance their construction, operation and maintenance; and

WHEREAS, rising congestion and deteriorating transportation infrastructure is affecting our economic competitiveness and compromising our environmental health; and

WHEREAS, innovative finance tools such as Public Private Partnerships (P3) are a strategy to leverage scarce public funds and finance new infrastructure projects worldwide, and can result in additional revenues to design, build, operate, maintain and repair our transportation system; and

WHEREAS, the United States Department of Transportation has identified and is promoting P3's as an innovative finance tool, and the California state legislature and the Governor have included the concept as part of the Strategic Growth Plan; and

WHEREAS, P3's can benefit the regional transportation system when developed with specific performance based criteria and standards to ensure optimal congestion relief and safety to the users along the corridor, including a reasonable rate of return on private investment, reasonable duration of the agreements with periodic review, and ensuring that non-priced options are available and that public agencies may always make needed improvements to adjacent roadways; and

WHEREAS, P3's can benefit the region when the facility's revenues are clearly tied to cover the initial costs of the design and construction, and then adjusted to provide ongoing costs for the maintenance and operations of that facility; and

WHEREAS, P3's project revenues can, where appropriate, be used for specific, proven, multi-modal and intelligent transportation system demand management strategies along the corridor that ensure optimal congestion relief and safety; and

WHEREAS, P3's can finance goods movement priority routes including Priority Truck Toll Lanes, rail capacity and other goods movements projects where feasible to improve economic productivity, air quality and safety throughout the region; and

WHEREAS, P3's can finance the development of High Occupancy Toll (HOT) lanes network by charging variable tolls to single occupant drivers while keeping it free of charge for car-poolers and using the revenues to augment the development of a parallel transit network to ensure equitable, optimal congestion relief and safe operations of the region's transportation system; and

WHEREAS, developing Public Private Partnerships in California will require extensive public outreach, review and pilot programs and public sector training to develop acceptance; and

NOW THEREFORE BE IT RESOLVED, that by the adoption of this Resolution, the Mobility 21 coalition supports Public Private Partnership legislation that will allow greater flexibility to the regions and the State for this innovative financing tool's application, including the ability for transportation agencies to charge tolls to all classes of vehicles;.

BE IT FURTHER RESOLVED, that Mobility 21 continues to develop support and alliances with transportation stakeholders nationwide to continue the development of innovative finance tools such as Public Private Partnerships to augment scarce transportation resources for southern California's multi-modal transportation system., and to provide all transportation stakeholders with information and the ability to influence the development and implementation of these important new resources.