

Forum moderator, Mr. Ken Philmus, former Vice Chair of the Executive Board of the Coalition welcomed the group to the Public-Private Partnership (PPP) Forum, the first of the two Information Exchange Forums. In setting the stage for the Forum, Mr. Philmus discussed current trends in PPP's, as well as projects being undertaken by agencies within and outside the corridor. (Mr. Philmus's complete remarks are attached as part of these minutes.)

Mr. Philmus then introduced the panel of eight distinguished speakers beginning with Mr. Richard Norment (National Council of Public-Private Partnerships). Mr. Norment gave an overview of PPP, the need for them and six keys to a successful PPP: statutory and political environment, organized structure, detailed business plan, guaranteed revenue stream, stakeholder support, pick your partner carefully. (The NCPPP web site is <http://www.ncppp.org> .)

Mr. Jim March representing the FHWA Office of Policy and Governmental Affairs discussed the USDOT priority related to PPPs as well as the work of the PPP Task Force. He referenced partnerships that have been formed with other transportation organizations to identify impediments to forming PPPs and ways to overcome them. Mr. March's complete remarks expanding upon FHWA PPP Initiatives, SAFETEA-LU provisions to promote PPPs and long-term outlook for PPPs are attached as part of these minutes. (The FHWA web site for PPPs is www.fhwa.dot.gov/ppp .)

Bernard Carroll, Senior Manager, Macquarie Securities presented an overview of the transportation system as it relates to the roles and responsibilities of the public and private sector, as well as some of the advantages and disadvantages for each. Mr. Carroll's firm has been involved with some of the most recent PPPs in the US, including the Dulles Toll Road and the Chicago Skyway. He emphasized that PPPs are not a cure all and that if a project cannot stand on its own merits, it may not be a good candidate for a PPP.

Following a short break, Mr. Jim Ely, Executive Director Florida's Turnpike Enterprise, gave an overview and history of the Turnpike system and outlined the long-term plans for its program. He discussed the Turnpike's emerging concession model and invited the session participants to attend an upcoming session on January 3-4, 2006 in Orlando, FL. He noted that tolling is not the only PPP model to be explored and discussed a number of other alternatives including construction and operations cost sharing.

Glenn McLaughlin, Director, CHART/MdSHA and Hubert Clay of NET discussed Baltimore's Multi-Modal Traveler Information System, an example of a PPP that the I-95 Corridor Coalition is supporting. The ultimate goal of the project is to be self sustaining and provide multi-modal transportation information to the traveling public. The partnership involves entities that work together to develop an application that is of value to the general traveling public.

Last on the agenda was Gary Euler, Vice President, PB Farradyne to discuss the "The Challenging Public-Private Partnering Requirements of VII." Mr. Euler presented the basic VII framework, issues related to the PPP and challenges faced by the individual parties, including the auto industry, federal government and a possible oversight entity.

At this point, Mr. Philmus entertained questions and comments from the floor. During the question and answer session with the panel the following comments and issues were discussed:

- PPPs are not a panacea and may not work well in rural areas.
- The DOT will need to identify which projects are PPP candidates.

- The public's interest in mobility may be greater than the cost to attain it.
- From the private sector perspective the risk and reward must be evaluated.
- Sustainability of the project was discussed from both the private and public sector viewpoint. It was noted that should a project be constructed as part of a PPP but ultimately not be profitable, the public sector will always have the transportation asset.
- There was discussion regarding the criteria to establish the eligibility of a project as a PPP candidate. The individual panel members presented their respective viewpoints based upon their experience. It was again repeated that rural projects involving tolling may not be successful, since projects need a certain traffic level to be successful.