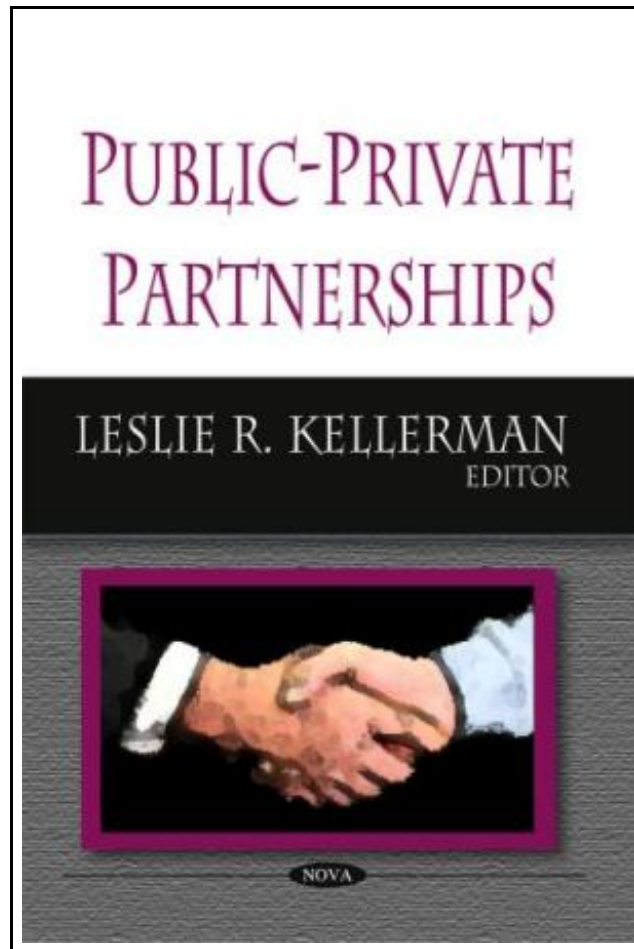


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Nova Science Publishers Inc. Paperback. Book Condition: new. BRAND NEW, Public-Private Partnerships, Leslie R. Kellerman, Growing demands on the transportation system and constraints on public resources have led to calls for more private sector involvement in the provision of highway and transit infrastructure through what are known as 'public-private partnerships' (PPPs). A PPP, broadly defined, is any arrangement whereby the private sector assumes more responsibility than is traditional for infrastructure planning, financing, design, construction, operation, and maintenance. This book describes the wide variety of public-private partnerships in highways and transit, but focuses on the two types of highway PPPs that are generating the most debate: the leasing by the public sector to the private sector of existing infrastructure; and the building, leasing, and owning of new infrastructure by private entities. PPP proponents argue that, in addition to being the best hope for injecting additional resources into the surface freight and passenger transportation systems for upkeep and expansion, private sector involvement potentially reduces costs, project delivery time, and public sector risk, and may also improve project selection and project quality. Detractors, on the other hand, argue that the potential for PPPs is limited, and that, unless carefully regulated, PPPs will disrupt the operation of the surface transportation network, increase driving and other costs for the travelling public, and subvert the public planning process. Some of the specific issues raised in highway operation and costs include the effects of PPPs on trucking, low-income households, and traffic diversion. Issues raised in transportation planning include non-compete provisions in PPP agreements, unsolicited proposals, lease duration, and foreign control of transportation assets. On the question of new resources, the evidence suggests that there is significant private funding available for investment in surface transportation infrastructure, but that it is unlikely to amount to more than 10 percent...



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