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## **House P3 Panel Calls for Supporting Greater Use of P3s.**

The House Transportation and Infrastructure's special Panel on Public-Private Partnerships on Wednesday recommended improving public sector capacity to undertake P3s, lowering barriers the federal government to entering P3s agreements and ensuring transparency and accountability when the government and the private sector partner on infrastructure projects.

The panel's [final report](#) called for creating a Transportation Procurement Office in the Department of Transportation to implement P3 procurement best practices, including [P3 model contracts](#), and continuing the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.

"Billions of dollars of infrastructure needs in the U.S. are in search of funding, and well-executed public-private partnerships can enhance the delivery and management of infrastructure," Rep. John Duncan (R-Tenn), chairman of the P3 panel, said. "P3s cannot provide the sole solution to all of the Nation's infrastructure needs, but they can offer significant benefits, particularly for high-cost, technically complex projects that otherwise may risk dying on the vine."

Echoing Duncan's statement, Rep. Peter DeFazio (D-Ore.), told reporters the even under optimal conditions, only 10 to 12 percent of infrastructure would be funded through P3s.

"We are still going to need a very significant and robust federal investment to solve these problems," DeFazio said at a press conference.

In addition to proposals to streamline the P3 process for government, the report proposes improvements to traditional procurement processes.

Over the past six months, the panel held roundtables, hearings and meetings in an effort to understand the role P3s play in development and delivery of transportation and infrastructure projects. In March, NCPPP President Sandra Sullivan testified before the panel, discussing the importance of P3s in water infrastructure.

NCPPP

By Editor September 17, 2014