



NATIONAL SUMMIT ON AG AND FOOD TRUCK TRANSPORT

Tim Lynch
Senior Vice President
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Public-Private Partnership

- Public-Private Partnership used to describe many types of transportation projects
- More than 20 states already have significant authority for public-private partnerships in transportation infrastructure construction or operation
- Types of concession projects
 - a. Private long-term lease of/investment in existing toll roads
 - b. Private construction of new tolled facilities
 - c. Private takeover of currently non-tolled facilities



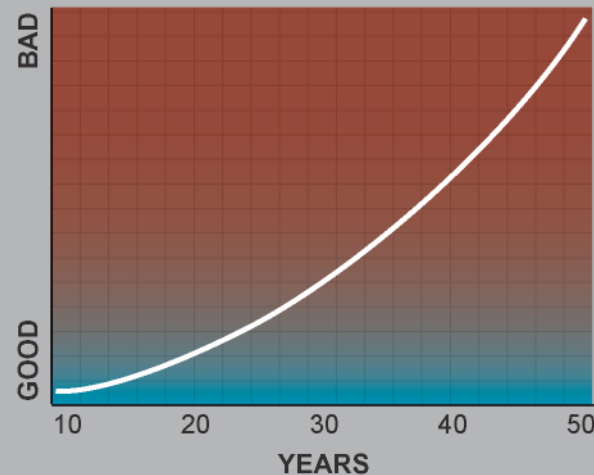
No Shortage of Foreign and Domestic Investment Banks and Private Equity Funds Interested in Acquiring Infrastructure

- Macquarie's
- Carlyle Group
- Goldman Sachs
- Deutsche Bank
- KKR (Kohlberg Kravis Roberts & Co.)
- ABN Amro



Short Term Gain; Long Term Loss

Bleeding Highway Infrastructure to Pay For Other Needs

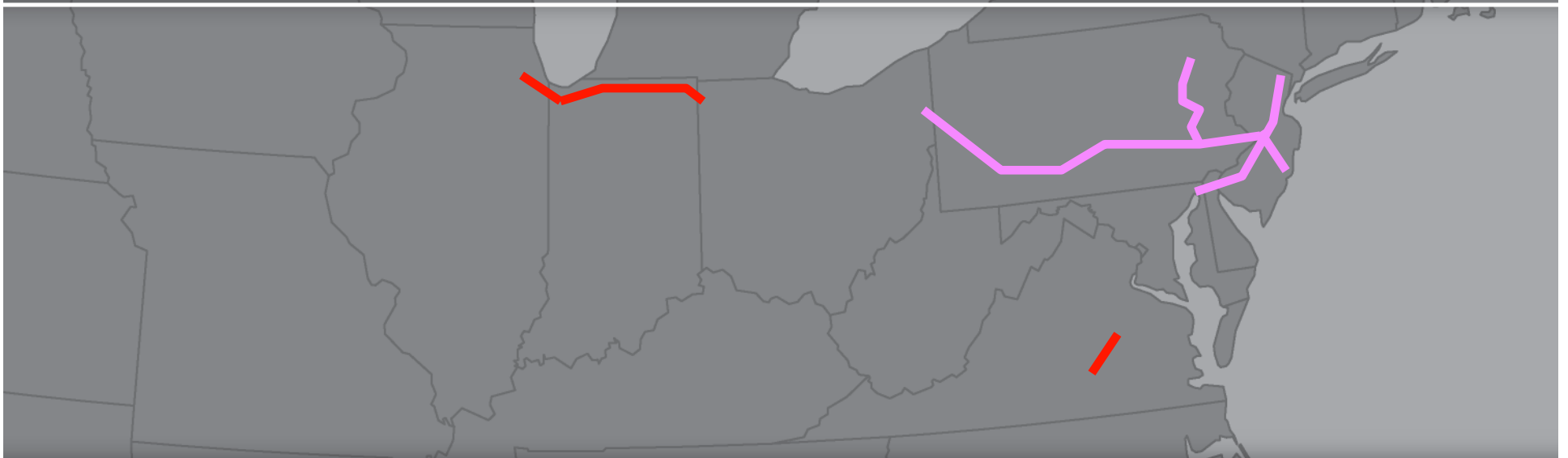


- One time cash hit for State; often for political gain
- No incentive to keep tolls down beyond initial phase of lease
- Parallel road construction often prohibited
- Commitment to maintenance questionable and unproven
- Limited or no ongoing public oversight.



The Immediate Problem

States Privatizing Highway Infrastructure through long-term leases



- Chicago Skyway - \$1.83 B in 2005
- Indiana Toll Turnpike – \$3.85 B in 2006
- Pocahontas Parkway (VA) – \$520 M in 2006
- Pennsylvania Turnpike (proposed)
- New Jersey Turnpike/Garden State Parkway (proposed)
- Atlantic City Expressway (proposed)



As These States Go...
So Goes the Rest of the Country.



- High Profile Governors and states
- Well publicized budget shortfalls
 - overall in New Jersey
 - transportation funding in PA
- Major impact whether privatization movement goes national
- Stop it here or cancer will spread



ATA POLICY ON PRIVATIZATION OF TOLL FACILITIES

**ATA Strongly Opposes the Lease or Sale of
Toll roads, Bridges or Tunnels
To Private Parties for the
Purpose of Funding Highway Infrastructure.**

**If Such a Facility is Sold or Leased
To Private Investors....**



ATA POLICY ON PRIVATIZATION OF TOLL FACILITIES

ATA RECOMMENDS THE FOLLOWING:

Proceeds derived by the government from the sale or lease of a toll facility should be used exclusively for highway investments on untolled facilities. Facility customers should not be required to subsidize unrelated government functions.



ATA POLICY ON PRIVATIZATION OF TOLL FACILITIES

ATA RECOMMENDS THE FOLLOWING:

Toll rates should be set at a level that covers only the costs of construction, reconstruction, maintenance and operation of the associated toll facility, plus a reasonable return on investment and debt service costs. Any differences in toll rates among vehicle classes should be reasonable.



ATA POLICY ON PRIVATIZATION OF TOLL FACILITIES

ATA RECOMMENDS THE FOLLOWING:

Lessees should provide adequate facilities for the trucking industry, including access to food, fuel, and safe parking accommodations for long-term rest.



ATA POLICY ON PRIVATIZATION OF TOLL FACILITIES

ATA RECOMMENDS THE FOLLOWING:

A rebate of federal and state fuel taxes for users of the facility.



ATA POLICY ON PRIVATIZATION OF TOLL FACILITIES

ATA RECOMMENDS THE FOLLOWING:

A prohibition on the private party imposing its own restrictions or special fees on vehicle configurations (e.g. oversize/overweight vehicles) and commodities (e.g. hazardous materials.) It is anticipated that improved truck productivity will be part of any serious discussion of privatization benefits. Therefore increases in vehicle size and weight limits above that allowed under applicable federal or state law is not opposed.



ATA POLICY ON PRIVATIZATION OF TOLL FACILITIES

ATA RECOMMENDS THE FOLLOWING:

A sinking fund to ensure that sufficient revenues are available for continued maintenance and operation of the facility.



ATA POLICY ON PRIVATIZATION OF TOLL FACILITIES

ATA RECOMMENDS THE FOLLOWING:

Non-compete clauses that prevent improvements to competing highways should not be included as part of a lease or sale agreement.



ATA POLICY ON PRIVATIZATION OF TOLL FACILITIES

ATA RECOMMENDS THE FOLLOWING:

Open Road Tolling (ORT) technology that allows motorists to travel at highway speeds must be adopted, and transponder technology must be compatible with technology used on other Interstate toll roads.



ATA POLICY ON PRIVATIZATION OF TOLL FACILITIES

ATA RECOMMENDS THE FOLLOWING:

Performance specifications which ensure that the facility is operated and maintained adequately, provides a level of safety that is comparable to similar facilities and provides for acceptable traffic flows.



ATA POLICY ON PRIVATIZATION OF TOLL FACILITIES

ATA RECOMMENDS THE FOLLOWING:

A clause that allows the responsible public agency to end the agreement if the public agency believes that continuing the agreement is not in the public's best interest.



ATA POLICY ON PRIVATIZATION OF TOLL FACILITIES

ATA RECOMMENDS THE FOLLOWING:

In addition, a process should be established for amending the agreement. An oversight committee should be established by the responsible public agency to monitor the facility and make recommendations to the agency as to whether the agreement should be amended or terminated. This committee should include representatives of all major stakeholders, including the trucking industry.



ATA ACTION & RESOURCES

Americans For A Strong National Highway Network

- ATA
- NATSO
- OOIDA
- AAA
- Highway Users
- Motorcyclist and RV's



What's This Mean For Agriculture?

Not All Roads Are Created Equal



Rural States

- Are Very Rural
- Are Large
- Have Low Population Densities, and
- Have Extensive Highway Networks



THANK YOU