

P3 Legislative Snapshot

MASSACHUSETTS

State P3 Legislative Status: Transportation-related P3 authority.

1. Does this state have broadly-enabling P3 legislation?

P3-enabling statutory authority is specific to the state's Department of Transportation.

2. Does this state allow for Unsolicited Proposals?

Yes.

3. What is this state's P3 Review Process (i.e., multi-step: RFI, RFQ, RFP – even for unsolicited proposals)?

Special Public-Private Partnership Infrastructure Oversight Commission must comment on and approve all requests for proposals.

4. Does this state have a Centralized Agency dedicated to P3?

Massachusetts Department of Transportation (MassDOT) Public/Private Development Unit (PPDU).

5. Is this a Home Rule state, with limitations or opportunities for P3?

Yes.

6. What Projects or Asset Classes are eligible for P3 in this state?

Eligible projects encompass all types of transportation facilities, including any new or existing highway, road, bridge, tunnel, overpass, ferry, airport, public transportation facility, terminal facility, vehicle parking facility, seaport facility, rail facility, intermodal facility or similar facility open to the public and used for the transportation of persons or goods, and any building, structure or networks of buildings, structures, pipes, controls and equipment that provide transportation services, including rolling stock and equipment, and any building, structure, parking area, appurtenances or other property needed to operate such facility that is subject to a public-private agreement.

7. Are there Projects where the P3 procurement method has been applied?

Somerville's Assembly Square, the new Orange Line stop of the MBTA; UMass dormitory and mixed-use developments; Boston Landing, a commuter rail station on the MBTA's Framingham/Worcester Line; Highway Right-of-Way Solar Project.

8. What is the legislative foundation for P3s in this state?

[Mass. General Laws Ann. Ch. 6C, 62 to 73.](#)

