DELIVERY OPTIONS

1. Traditional
- Revenue: non-toll facility
- Facility Ownership: public
- Contract: traditional inter-agency agreements
- Funding: only public funds (local/state/fed grants)
- Delivery Method: Design-Bid-Build (DBB)

Governance:
- Goals/Objectives: Roles & Responsibilities

2. Public-private partnership (P3)
- Revenue: tolls, sales tax
- Facility Ownership: public
- Contract: long term lease with private partner (e.g. 30 to 50 years)
- Funding: mix of public funds (local/state/fed grants) and private funds (equity & debt)
- Delivery Method: Design-Build-Finance-Operate-Maintain (DBFOM), DBFM and DBF

Governance:
- Determine “Best Value” approach via Value-for-Money Assessment

3. Public-Public
- Revenue: tolls, sales tax
- Facility Ownership: public
- Contract: Cooperative Agreement e.g. Bay Area Toll Authority (BATA)
- Funding: publicly financed (e.g. revenue bonds), grants
- Delivery Method: DBB, DB

Governance:
- Industry/Market Feedback

4. Privatization
- Revenue: tolls
- Facility Ownership: private
- Contract: Acquisition & Development Agreement
- Funding: 100% privately financed (equity & debt)
- Delivery Method: full private responsibility for asset
TOLLING CONCEPTS

“Toll Road”
Three toll locations
Toll charge per mile travelled

1. Four lanes tolled, $5 each way
   A  $1.7 avg
   B  $2.25 avg
   C  $1.05 avg

2. Two lanes tolled, $7 one direction
   A  $2.4 avg
   B  $3.1 avg
   C  $5 avg

3. One reversible lane tolled, $5 each way
   A  $1.5 avg
   B  $5 avg
   C  $5 avg

“Toll Bridge”
One toll location
Toll charge per “crossing”

Vehicle colors do not represent different toll rate

e/w = each way; o/w = one way