



Transportation Policy Committee
October 20, 2010



Use of Public-Private Partnerships in the MAG Region

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Issues Thus Far . . .

- Taxes versus Tolls
 - Tolls could augment or leverage private sector investment
 - Tolls may not supplant the need for additional public-sector revenue
 - Region has history of identifying and securing additional tax revenues



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Issues Thus Far . . .

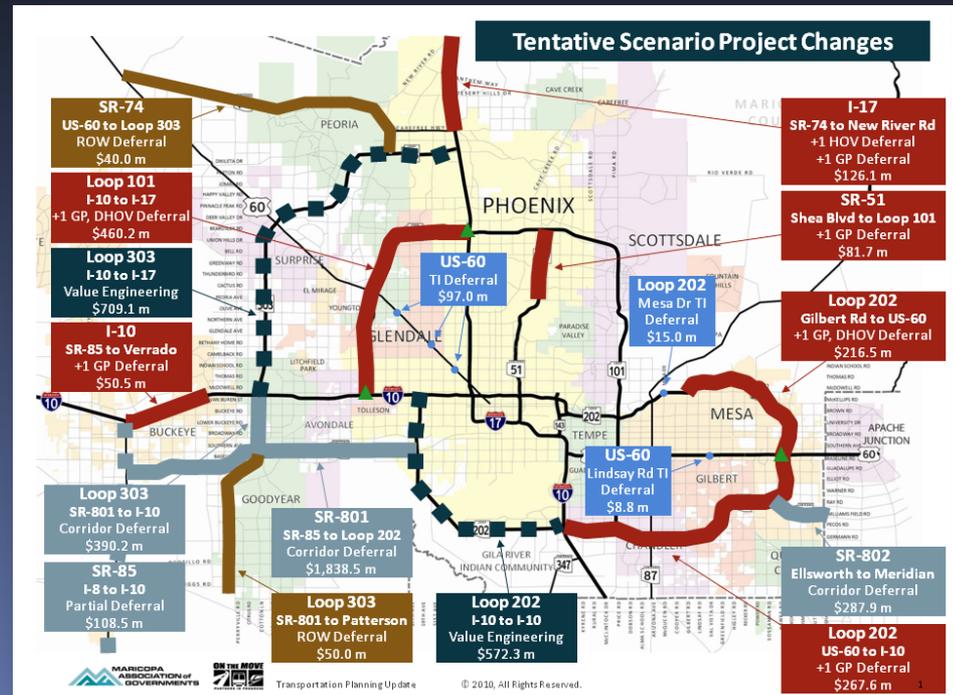
- Tolling for Proposition 400 Projects?
 - Citizen Expectations – delivery through:
 - Sales Tax
 - HURF Revenues
 - Federal Funds
 - October 2009
 - \$6.6 Billion Rebalancing
 - April 2011 Rebalancing
 - \$. . . To be determined



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Policy Issues

1. Does the MAG Region want to explore the use of P₃, and tolls specifically, in the context of the overall transportation system?



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Policy Issues

2. What is the potential pool of projects that this region might consider? Should projects include those from Proposition 400?



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Policy Issues

3. How should the region use potential net revenues from P₃ projects?





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Applications

Maintenance

- Tunnel Lighting
- Solar Facilities

Operations

- Freeway Management System
- Rest Areas

Transit

- Rail Expansion
- System Improvements

New Highway Capacity

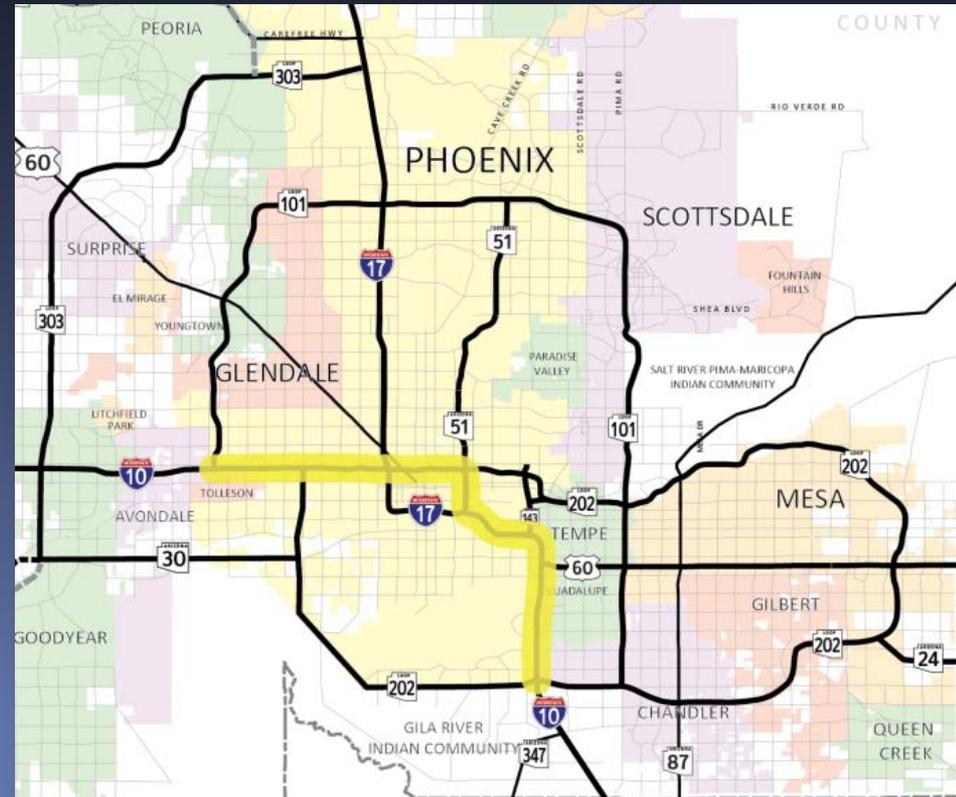
- Future Corridors
- **Managed Lanes**

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Leveraging Example

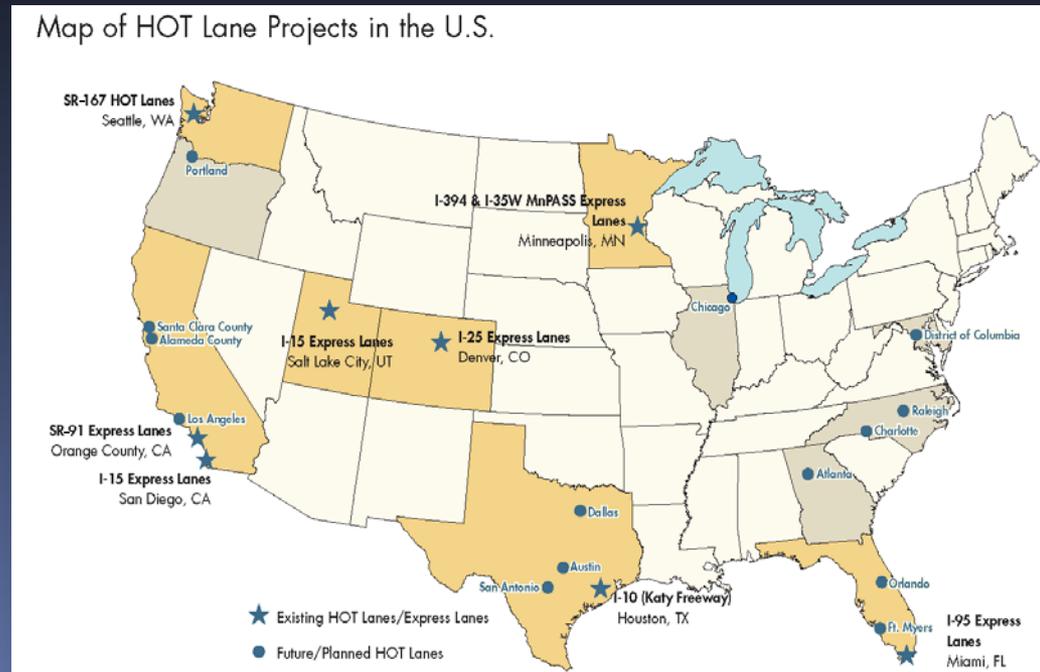
Interstate 10/Papago-Maricopa Corridors SR-101L/Agua Fria to SR-202L/Santan-South Mountain

RTP Action	Add Lanes
Available Funding	\$757.5 million
Realistic Corridor Need	\$1,500.0 million (MAG estimate)
Gap	\$742.5 million
Other Corridor Needs	Transit (Rail, Bus)
<i>Option</i>	<i>Leverage \$757.5 million in exchange for managed lanes in the corridor to provide reliable travel for commuters</i>

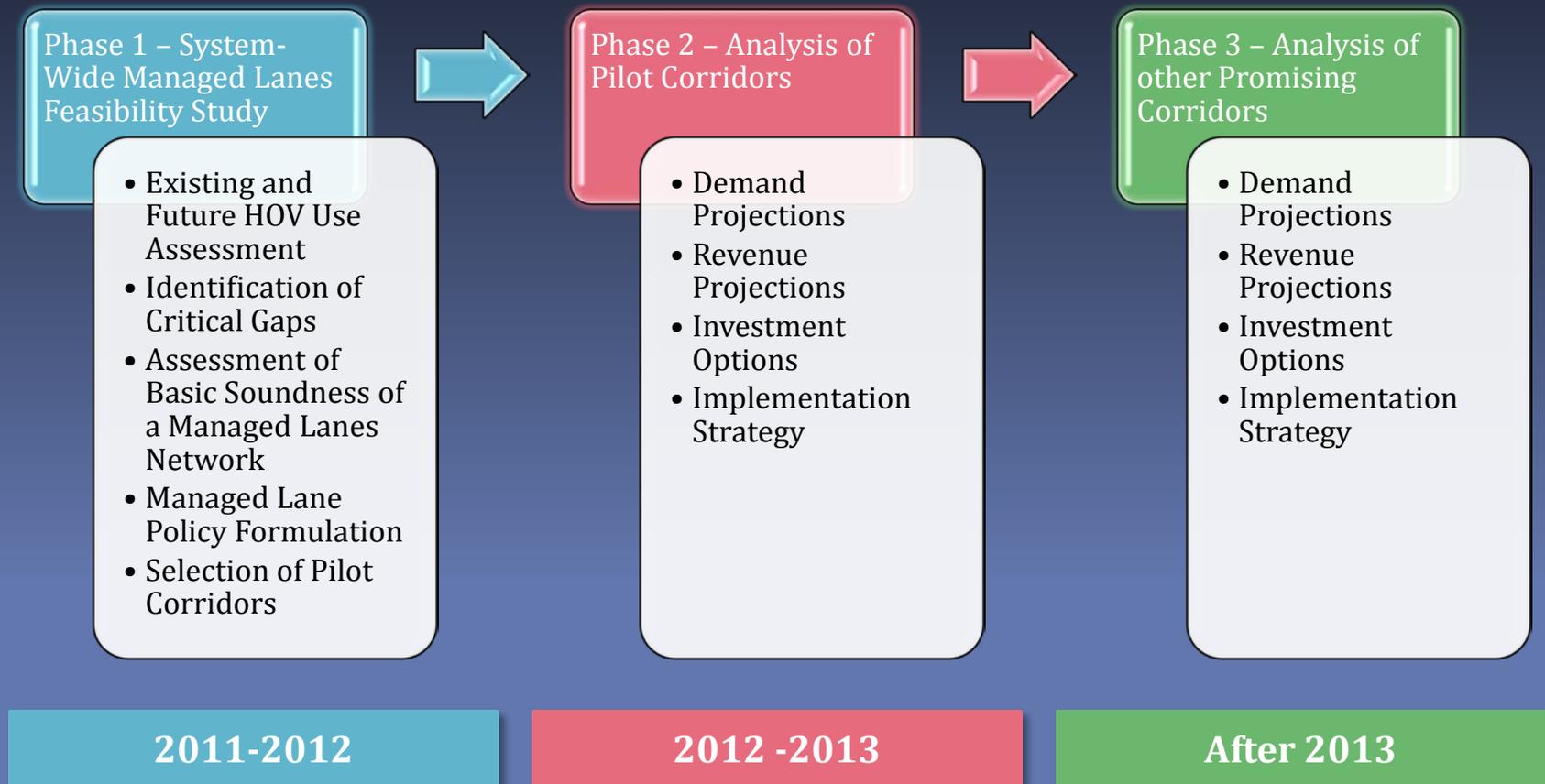


Why Managed Lanes?

- Trip Reliability
 - Offer toll-paying single occupant drivers a new commuting option
- Commuter Choices
 - Free up space in the general purpose lanes
- Transit Enhancements
 - Free to carpoolers and busses



MAG Managed Lanes Network Development Strategy





For more information . . .

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