

**Joint Hearing
Pennsylvania House of
Representatives
Transportation and Policy
Committees**

***Developing Responses to
Issues Facing District 6***

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*Creating New Enterprise Frameworks for
Tolled Systems in the METRO Region:*

- **Building Developmentally, Modally and Environmentally Integrated Tolled Transit Ways**
- **More Intensively Utilizing Existing Resources/Assets to Create New Value**

The Region's Objectives: Increasing Economic Competitiveness; Environmental Sustainability

- *Redesign of Economic Production Function for Increased Efficiency and Competitiveness*
- *Redesign of Transport and Land Use to Reduce Direct and Indirect Costs of Production, Distribution, Consumption*
- *Address Decaying Outmoded Infrastructure: Transport, Energy, Water, Etc.*
- *Redesign of Form and Functions of Region to Reduce Greenhouse Gas Production (GHG) and other Enviro Needs*

Developmentally and Modally Integrated Tolloed Transit Ways

- A market viable armature for growth
- A platform for increased productivity
- An infrastructure framework for increased corridor and regional mobility
- and accelerated economic development
- Enhanced regional enviro-systems, management capabilities using market-financed strategies

Developmentally and Modally Integrated Tolled Transit Ways

- *Within the context of toll road systems, why are they needed:
Increased weakness in the "naked toll facility" business model*
 1. Alligator Alley, FL, (existing highway) failed syndication
 2. Jackson, MS Managed Lane (proposed ML) failed syndication
 3. San Francisco ML Network T&R (study: too expensive for toll support)
 4. Greenville Connector, SC, (existing 6320 toll road) reported defaulted
 5. NW Parkway, CO, Pocahontas Pkwy, VA (6320s) forced re-organized to avoid default
 6. Camino Colombia Toll Road, TX, sold to TXDOT at \$0.20 cents on the dollar
 7. Massively written-down assets Chicago Skyway, IN Toll Road (Macquarie, Trans-urban)
 8. Macquarie writes off SBX Toll Road in San Diego, may walk away
 9. Cintra "fire sale" of S. Am. systems to reduce balance sheet debt
 10. Near junk-bond rating, Cintra's NTE Tollway, TX, High Traffic Corridor
 11. Lane Cove Tunnel, Sydney, Australia, sold to Transurban for \$0.57/\$
 12. Clem 7 Just-opened (3/10) Brisbane Australia produces 30% of the traffic at 70% of expected toll rate. Default certain unless traffic increases

Developmentally and Modally Integrated Tolloed Transit Ways

- *How does development/modal integration of tolled systems correct the weaknesses*
 1. Broadened income streams
 2. Reduced reliance on driver supported income sources
 3. Broadened mobility and increased trip supporting capacity
 4. reduced enterprise and finance risk

Developmentally and Modally Integrated Tolled Transit Ways

- *Within the context of the infrastructure funding crisis, why are they needed*
 1. \$1.2+ Trillion in unmet highway & transit maintenance
 2. Driver-funded revenue sources insufficient-falling real household income
 3. Need for systems/enterprise structures with higher trip performance per dollar of investment
 4. Need for systems/enterprise structures with lower infrastructure inputs per dollar of GDP outputs

Developmentally and Modally Integrated Tolloed Transit Ways

- *How does development/modal integration of tolled systems correct the weaknesses*
 1. Increased trip accommodation per lane mile of facility developed
 2. Inclusion of development sites and transit/shared ride systems in enterprise plan
 3. Increasing transit and NMT usage per sq ft of development
 4. Higher investment and GDP returns possible

Emerging Institutional Opportunities

- Using Potential Legislation in Development
 - Regional Authorities
 - Enterprise Model with Fiscal and Value Capture
- Using Existing Frameworks
 - SEPTA Tolloed BRT Systems
 - PA Turnpike System Expansion
- Using All Three Contexts

Emerging Institutional Opportunities

- Montgomery County/US 422: Forging a new institutional pathway for tolled systems and transit in PA.
- PA Turnpike Expansion
Not Experienced in Urban Regional/Specialized Systems
- SEPTA Tolled BRT/HOV "Managed Lane" Systems
Modal Model In Use by Transit, Local Gov't, DOT Agencies in FL, TX and CA; Proposed for Use in WA, VA, UT, MN, Etc

Emerging Institutional Opportunities

- ***Case Study Examples***

- 95 Express, Miami Dade-Ft Lauderdale***

- Modally and Developmentally Integrated Managed Lane

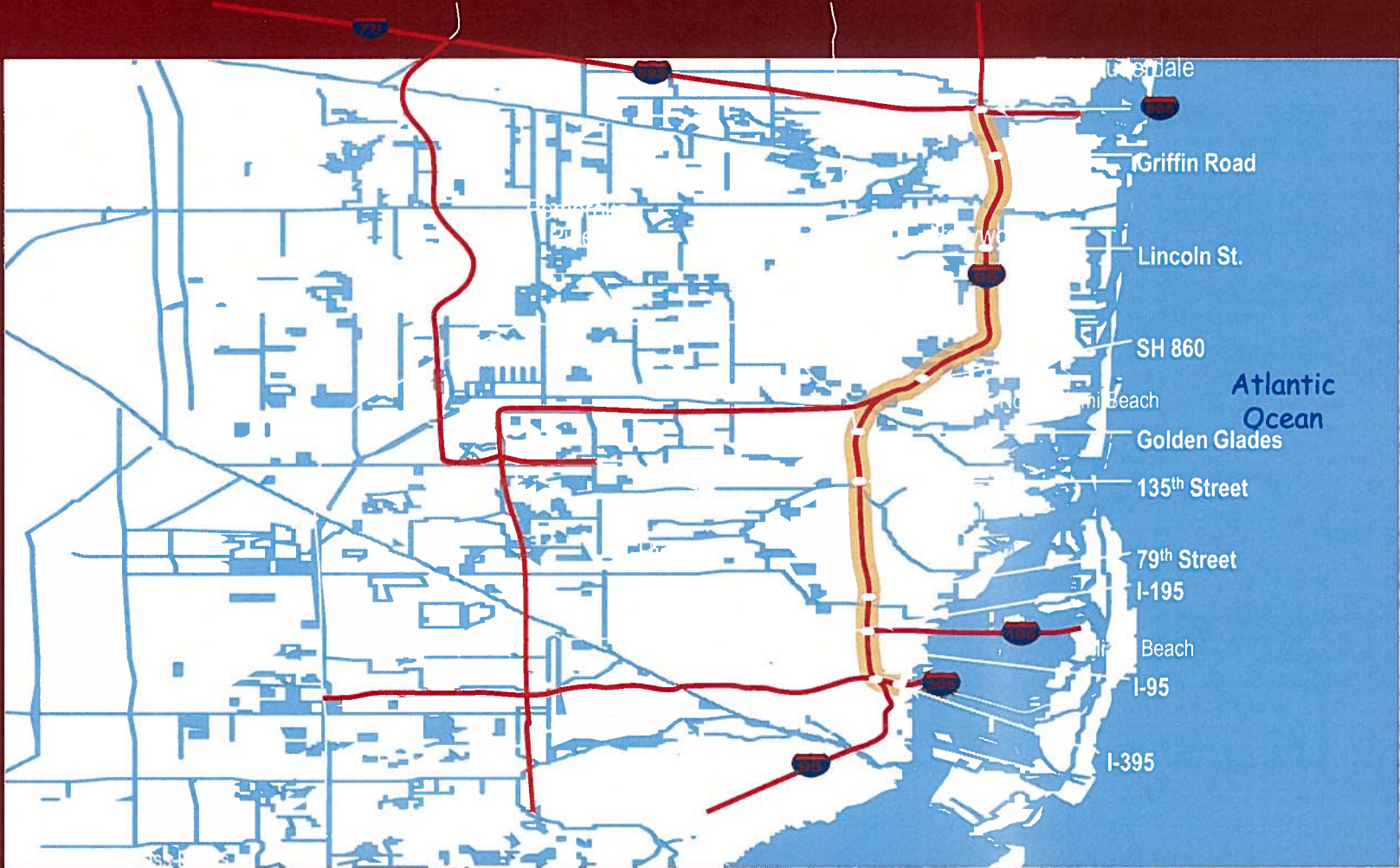
- FDOT, Miami-Dade/Broward METRO, Rideshare, Employers, Developers

- Planned Managed Lane Network***

- Miami-Dade/Broward Region




- FDOT, Miami-Dade/Broward METRO, MDX, FTE, Rideshare, Employers, Developers

Case Study Example: Miami Ft Lauderdale I-95 Managed Lane Facility



Case Study: Miami Ft Lauderdale I-95 Managed Lane Facility



-  Local Transit and HOV Trips to Employment Centers
-  Bus Rapid Transit
-  Transit Oriented Development Potential

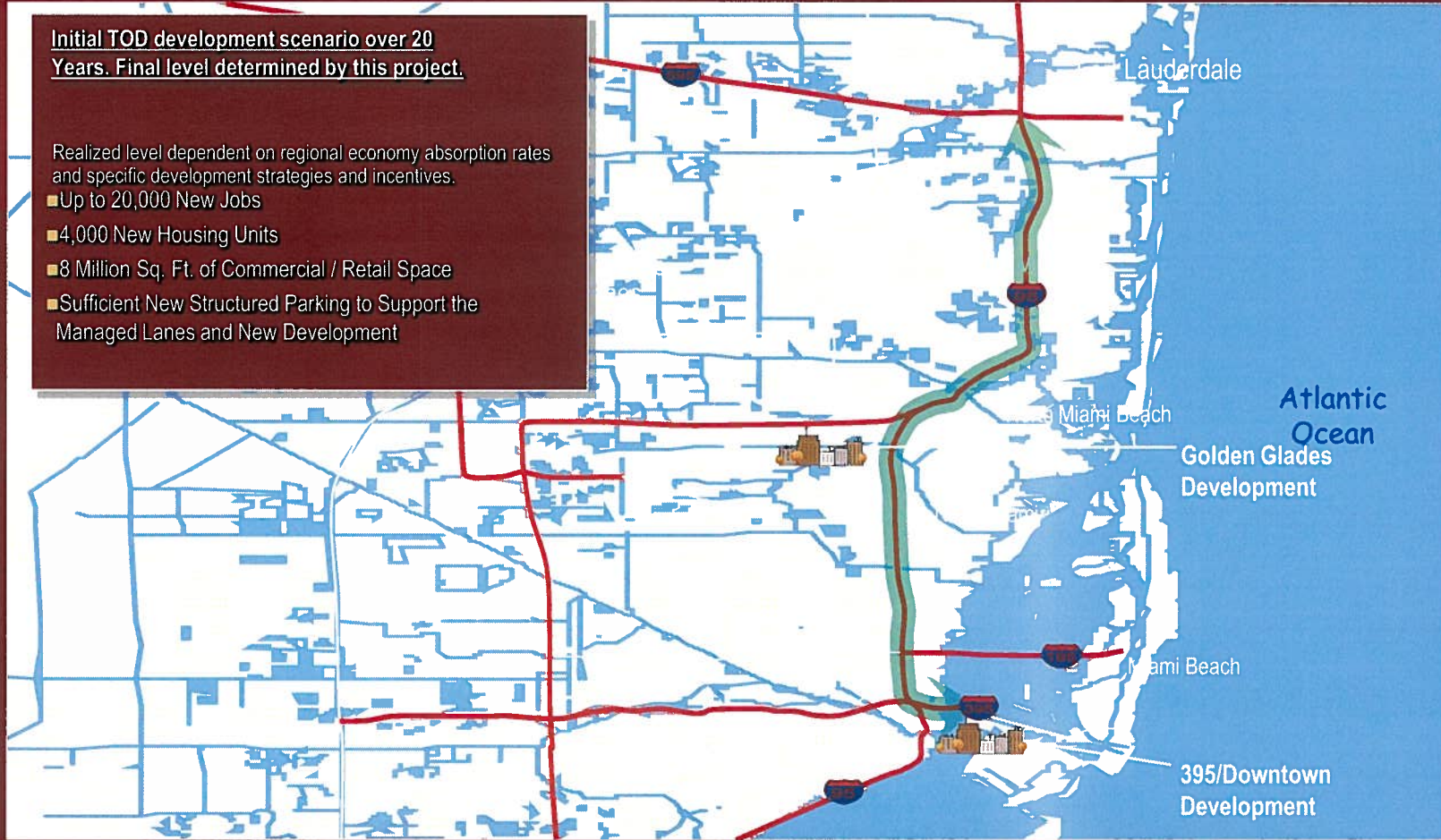
POTENTIAL TRANSIT DEVELOPMENT

Miami Ft Lauderdale SR95 Managed Lane Study

Initial TOD development scenario over 20 Years. Final level determined by this project.

Realized level dependent on regional economy absorption rates and specific development strategies and incentives.

- Up to 20,000 New Jobs
- 4,000 New Housing Units
- 8 Million Sq. Ft. of Commercial / Retail Space
- Sufficient New Structured Parking to Support the Managed Lanes and New Development



Bus Rapid Transit

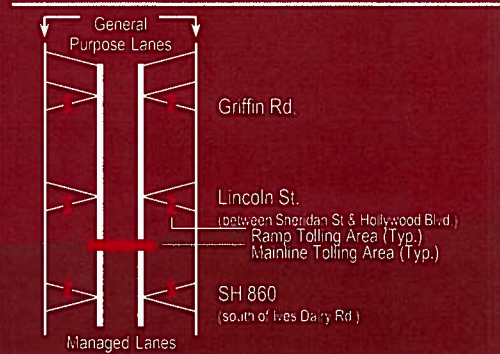
Transit Oriented Development Potential

POTENTIAL TRANSIT ORIENTED DEVELOPMENT

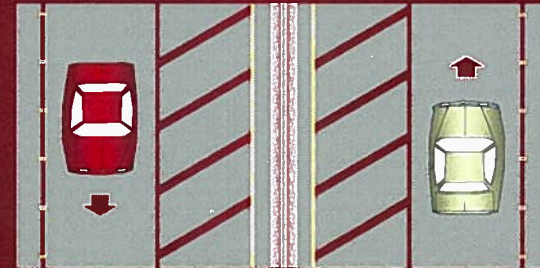
Miami Ft Lauderdale I 95 Managed Lanes Facility



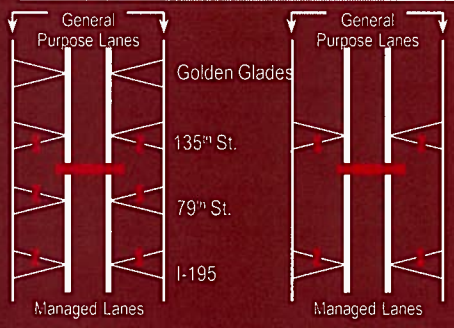
Schematic
Not to Scale



Section "A"



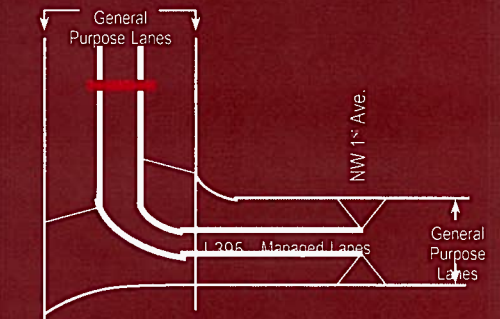
At-Grade Managed Lanes



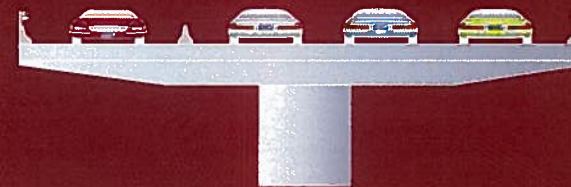
Section "B"



Plan View: Elevated + At-Grade Managed Lanes



Section "C"

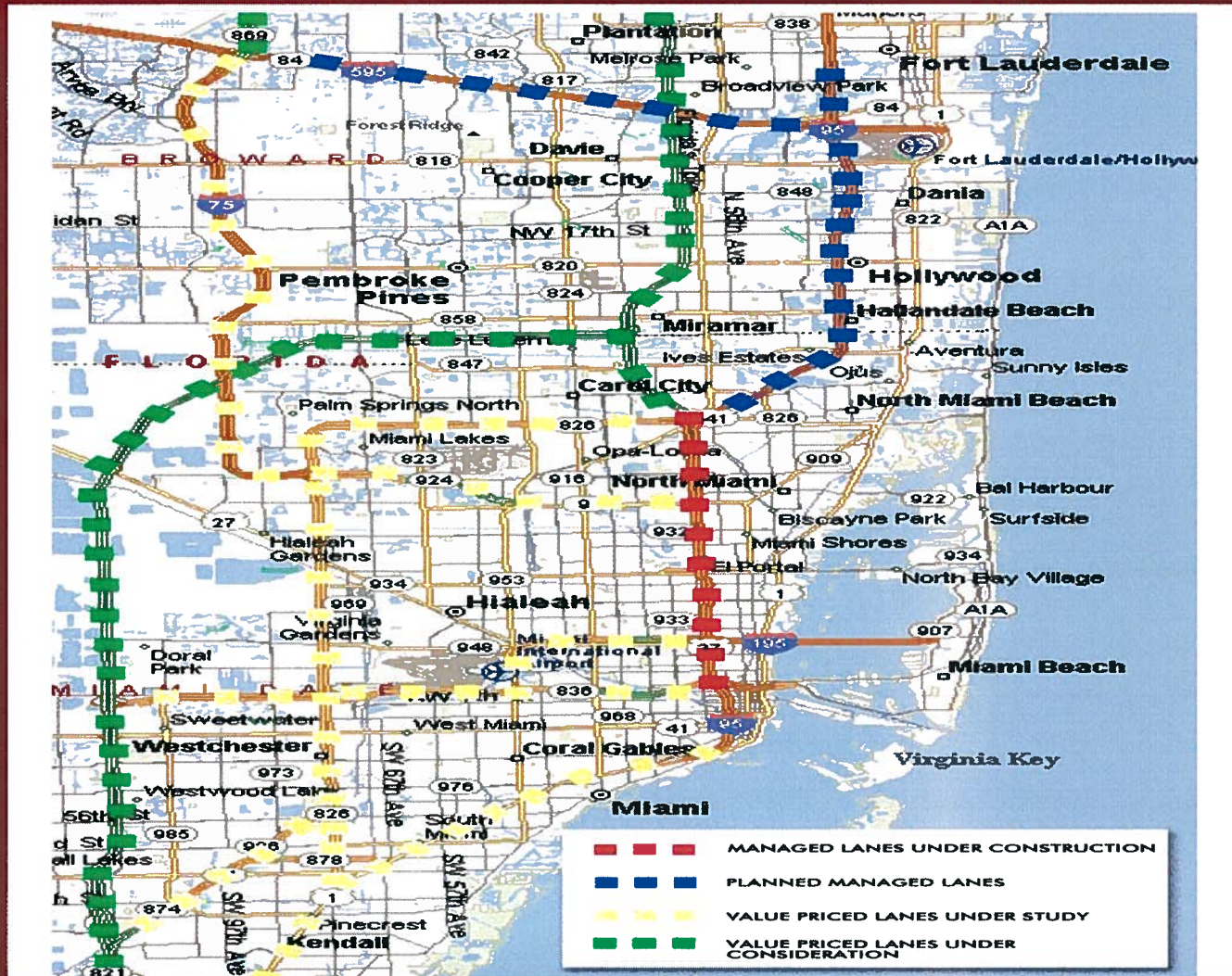


Cross Section: Elevated Managed Lanes

**ROPOSED PPROJECT CONFIGURATION
ALTERNATIVE 5 - ADD ELEVATED 4 LANE FACILITY
TO DOWNTOWN WITH LOV BUY IN**

Planned Managed Lane Network

Miami-Dade/Broward Region



Potential METRO Regional Corridors for Assessment

Non Comprehensive Listing of Potential BRT/HOV - METRO Tolled Systems Facilities/Network for Possible Evaluation

- Roosevelt Boulevard/CSX Corridor
- Cross-County METRO
- I-95 Managed Lanes
- I-476 Managed Lanes
- US 422 Managed Lanes
- Schuylkill Valley METRO
- Philadelphia Waterfront and
Market East Development
- Pennsylvania Turnpike
- Myriad Rail Rights of Way