Agenda

I. Evolution of Tolling
II. Xpress Lane Concept
III. HOT Lanes
IV. Potential Projects
V. Open Road Tolling – Sawgrass Expressway
VI. Universal Gantry
VII. Conclusion
Evolution of Tolling

- Cash 1957
- Mixed Use 1999
- Dedicated 1999
- Express 2003
- ORT 2008
Florida’s System-wide ETC Program

- 50% participation
- 1.4 million transponders sold
- Retail Partners
  - Eckerd
  - Publix
- 50,000 per month
MISSION

“Pursue partnership opportunities to develop and build cost feasible Xpress Lane Projects in congested urban areas.”
Xpress Lane Concept

- Xpress lanes are optional
- All ETC – no toll plazas
- Emergency and public transit go toll-free
- Variable pricing
Preferred Typical Section
General Use Lanes and Express Lanes
Turnpike Partnership

- Investment reduces costs and accelerates project.
- Ridership and toll revenue risk
- Innovative toll management experience
- Opportunity for staff synergy
Benefits to Customer

- Safety
- Predictability of travel
- Improved incident response
- Time savings (value)
HOT Lanes

- 2+ or 3+ Toll Free
- Converting HOV
- Enforcement Issue
- Operations
- Capacity
## Interstate Xpress Projects

<table>
<thead>
<tr>
<th>Facility</th>
<th>From</th>
<th>To</th>
<th>County</th>
<th>FDOT District</th>
<th>Year Needed</th>
<th>Cost Millions</th>
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<tr>
<td>I-4 Xpress Lanes</td>
<td>Kirkman Rd</td>
<td>Maitland Blvd</td>
<td>Orange</td>
<td>5</td>
<td>2010</td>
<td>$250</td>
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<tr>
<td>South Florida Xpress Lanes</td>
<td>HEFT</td>
<td>SR 836</td>
<td>Miami-Dade</td>
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<td>$350</td>
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<td>I-595 Xpress Lanes</td>
<td>Sawgrass Expressway</td>
<td>US 441</td>
<td>Broward</td>
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<td>SR 82</td>
<td>Lee/Collier</td>
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<td>Crosstown Connector</td>
<td>I-75</td>
<td>Hillsborough</td>
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<td>6</td>
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Planning Studies

- Design Concept
- Traffic Modeling
- Revenue Analysis
- Construction Cost
- Financial Models
I-4 Xpress Lanes

- Kirkman Rd. to Maitland Blvd.
- Length – 15 miles
- Total Cost - $1.5 B
- Public Education Campaign
- Project in Design
- Open to Traffic in 2012
South Florida Xpress Lanes
Miami – District 6

- HEFT, SR 836, SR 836/826 Interchange
- Partnership – FTE, MDX, and FDOT District 6
- “Combined” Traffic and Revenue Study
- MPO/MDX Board Workshop
- Initial Project Cost of $725M
- Single Project to Open 2012
Florida’s Turnpike Enterprise (FDOT) is assigned the responsibility to plan, design, construct and operate express toll lanes for the Department. Approval and authorization of express toll lane projects lies solely with the Secretary of Transportation.
Open Road Tolling:
Sawgrass Expressway
Open Road Tolling Is:

- No Toll Plazas – zero cash
- No Lane Restrictions - Multi-lane free flow tolling
- No Toll Collectors - All ETC
- Sophisticated Backroom Operations
Benefits Of Open Road Tolling

Safety

- Personnel
- Customers
  - Eliminates weaving
  - Relieves congestion
Benefits Of Open Road Tolling

- Customer Convenience
- Cost Savings
- Variable Pricing
- Increased Capacity
World Wide Examples of Open Road Tolling

- **407 ETR** – Toronto, Canada - 1997
- **CityLink** - Melbourne Australia - 2000
- **Highway 6** (Cross Israel Highway) - Tel Aviv, Israel - 2002
- **Westpark Tollway** – Houston, Texas - 2004
- **Costanera Norte** – Santiago, Chile - 2004
Strategy # 3
Sawgrass Expressway

Mission:
Transform the Sawgrass Expressway into America’s prototype user-financed highway of the 21st Century by 2008.
Sawgrass Expressway

- 23 miles long, 11 interchanges
- Cash, Mixed Use, and Dedicated
- Connects two major interstates
- 50-65K AADT
- $38 annual revenue
Why Sawgrass Expressway?

- Primarily Commuter Facility
- Highest SunPass Participation (65%)
- Stand Alone Facility
- Toll Evasion Issues
- Fixed Capital Outlay Savings
Project Focus

- Customer Expectations
- Turnpike Requirements
- Industry Best Practices
- Private Sector Response
Key Issues

- Infrequent Users
- Migration from Cash to Electronic
- Removal of Cash – “What’s in it for me?”
- Relationship to existing SunPass customers
- Video Tolling Options
- Funding (RFI/RFP)
Enterprise Criteria

Open Road Tolling
- Functional and Technological

Maintenance
- Over-Head Maintenance
- Materials Low-Maintenance

Safety
- Technicians and Customers

Appearance/Aesthetics
- Scalable – Width and System-wide

Cost Effective
- Budget of $300,000
Gantry Design

Future Toll Facility
- Versatile Gantry Design

Held Design Competition
- Research (Safety Issues, Other Agencies)
- Developed Functional Criteria
- 3 Consulting Firms
- Best Design - URS
Winning Design
Overhead Maintenance
Aesthetic Lighting Concept
Conclusion

The Turnpike is Ready!

- Financial Capacity
- Toll and Technology Expertise
- Customer Relationship and Awareness