Florida Transportation Commission

Express Toll Lanes on Florida's Interstate System

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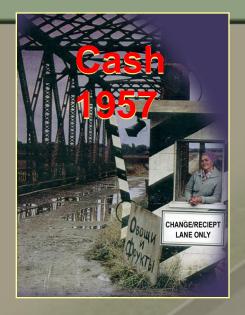
Agenda

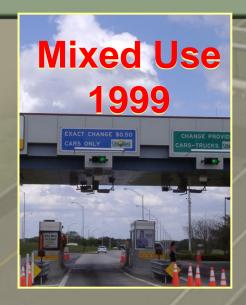
- I. Evolution of Tolling
- II. Xpress Lane Concept
- III. HOT Lanes
- IV. Potential Projects
- V. Open Road Tolling Sawgrass Expressway
- VI. Universal Gantry
- VII. Conclusion

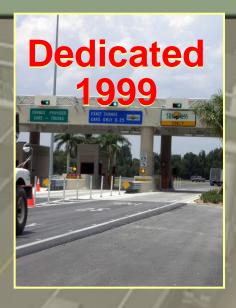




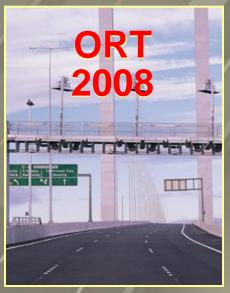
Evolution of Tolling













Florida's System-wide ETC Program

- 50% participation
- 1.4 million transponders sold
- Retail Partners



50,000 per month





Strategy #4 Deploy Xpress Lanes

MISSION

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



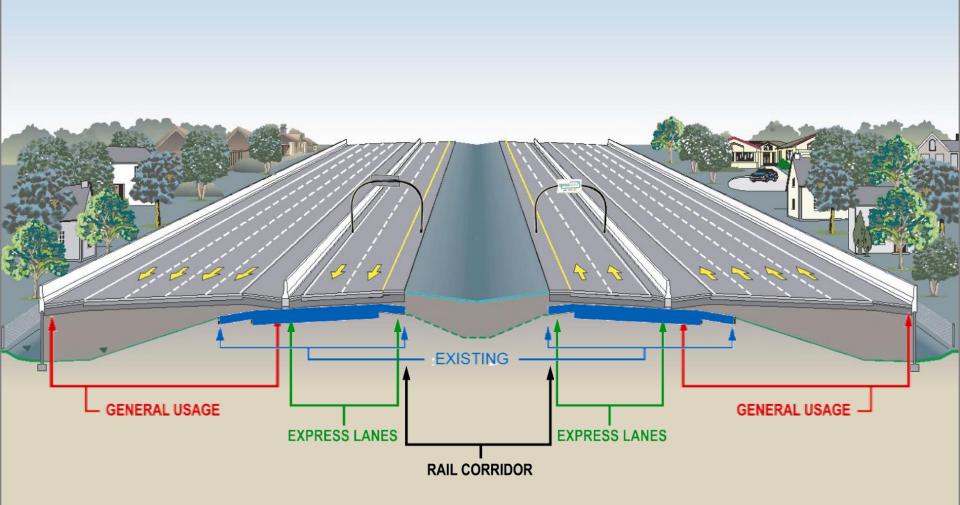
Xpress Lane Concept



- 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



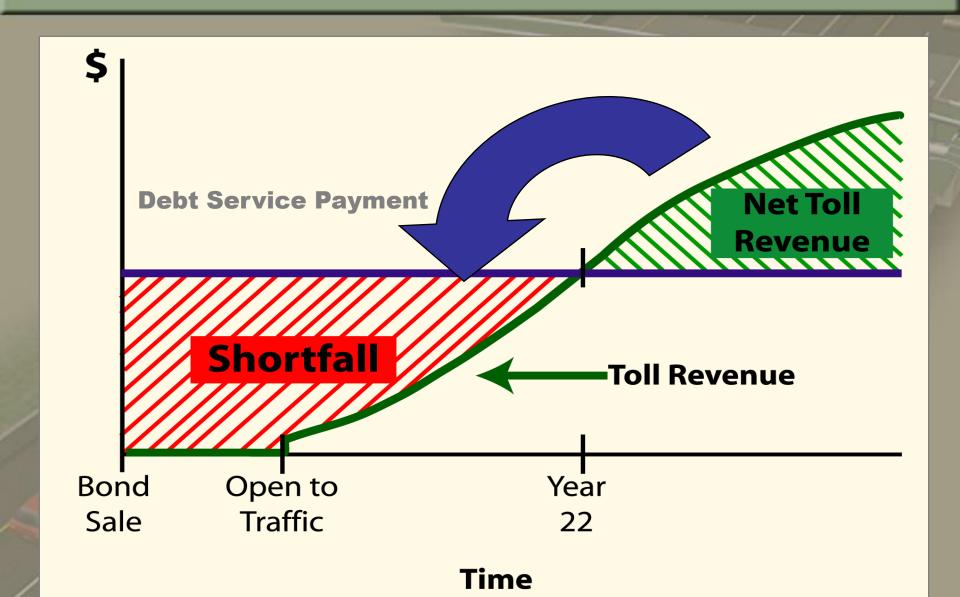


Turnpike Partnership

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



Financial Concept





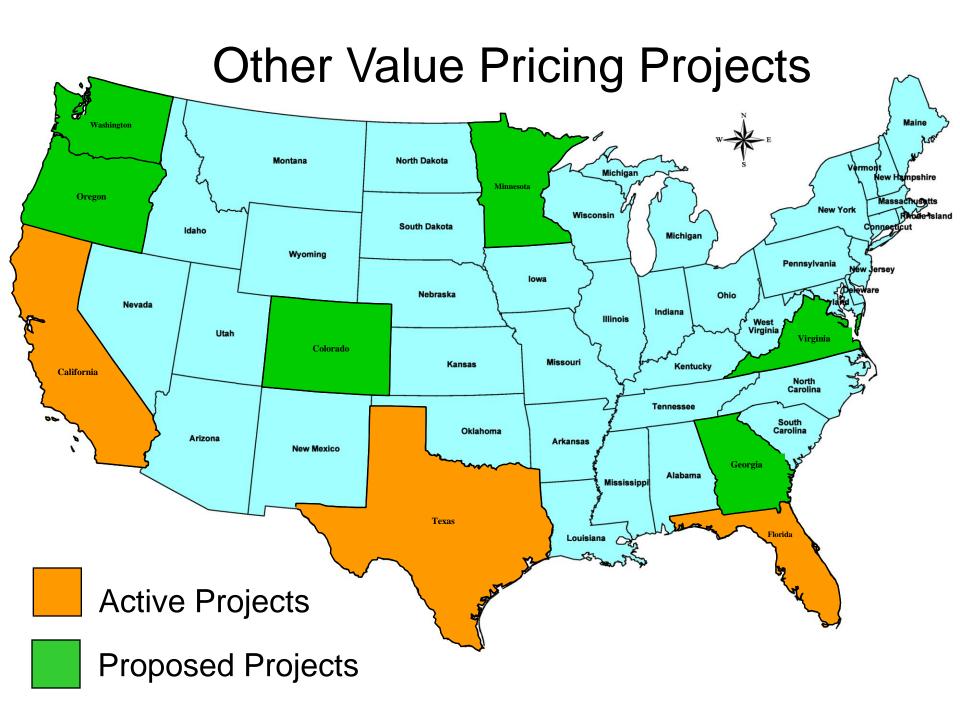
Benefits to Customer

- 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

Facility	From	То	County	FDOT District	Year Needed	Cost Millions
I-4 Xpress Lanes	Kirkman Rd	Maitland Blvd	Orange	5	2010	\$250
South Florida Xpress Lanes	HEFT	SR 836	Miami-Dade	6	2010	\$350
I-595 Xpress Lanes	Sawgrass Expressway	US 441	Broward	4	TBD	TBD
I-75 Xpress Lanes	Pine Ridge Rd	SR 82	Lee/Collier	1	TBD	TBD
I-4 Xpress Lanes	Crosstown Connector	I-75	Hillsborough	7	TBD	TBD
I-95 Xpress Lanes	TBD	TBD	Miami-Dade	6	TBD	TBD

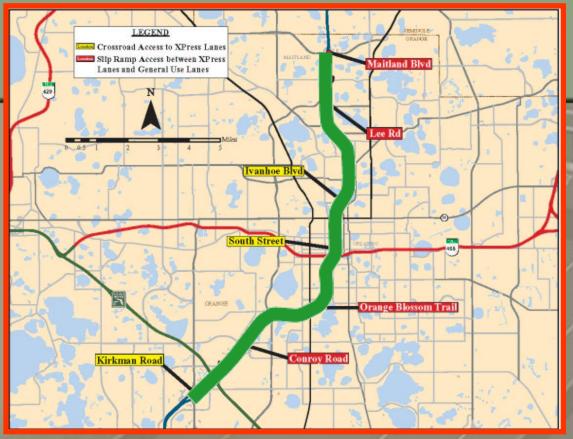




Planning Studies

- Design Concept
- Traffic Modeling
- Revenue Analysis
- Construction Cost
- Financial Models





\$1,250 M Florida's Turnpike Enterprise

I-4 Xpress Lanes

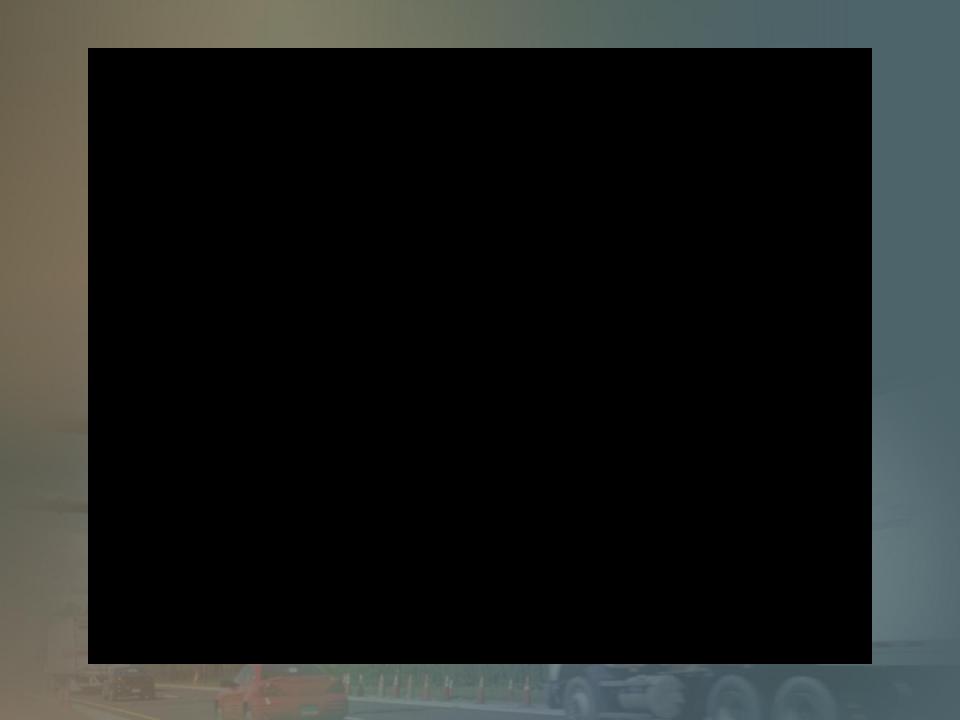
- Kirkman Rd. to Maitland Blvd.
- Length 15 miles
- Total Cost \$1.5 B
- Public EducationCampaign
- Project in Design
- Open to Traffic in 2012



South Florida Xpress Lanes Miami – District 6



- HEFT, SR 836, SR 836/826Interchange
- 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





Policy on Xpress Toll Lanes on Florida's Interstate System

- 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 Is:

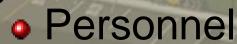
- No Toll Plazas zero cash
- No Lane Restrictions Multi-lane free flow tolling
- No Toll Collectors All ETC
- Sophisticated Backroom Operations





Benefits Of Open Road Tolling

Safety





- 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.

Hillsboro Boulevard Wiles Road 8 Sample Rd. \$0.25 Sample NORTH POMPANO BEACH Palm Royal MARGATE Riverside Drive 6 Atlantic Blvd. \$0.25 Southgate Boulevard Sawgrass NORTH LAUDERDALE TAMARAC Expressway Mc Nab Road West Commercial Boulevard LAUDERHILL 2 Oakland Park Blvd. \$0.50 Oakland 1B Office Depot Center Ramps (To/From South Only) Boulevard SUNRISE Boulevard West Sunrise LAUDERDALE PLANTATION -(842) West Broward Boulevard 441 Sawgrass Expressway Minor Arterial Existing Turnpike System Facility, Sawgrass Expressway Existing Turnnike System Facility Other Road A Interchange With Toll Collection ---- County Boundary ♦ A Interchange With No Toll Collection Principal Arterial

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



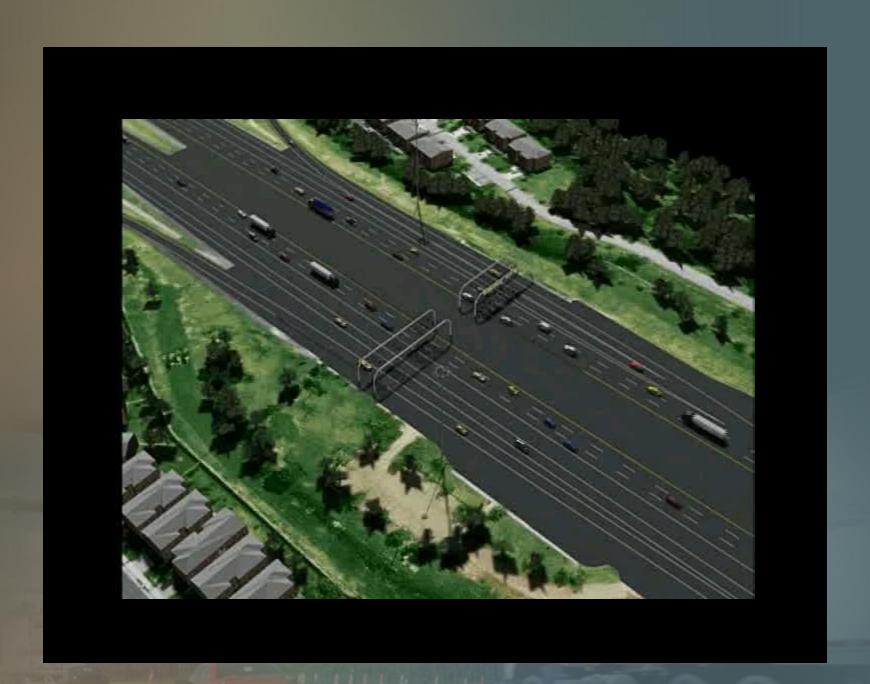




Key Issues

- 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







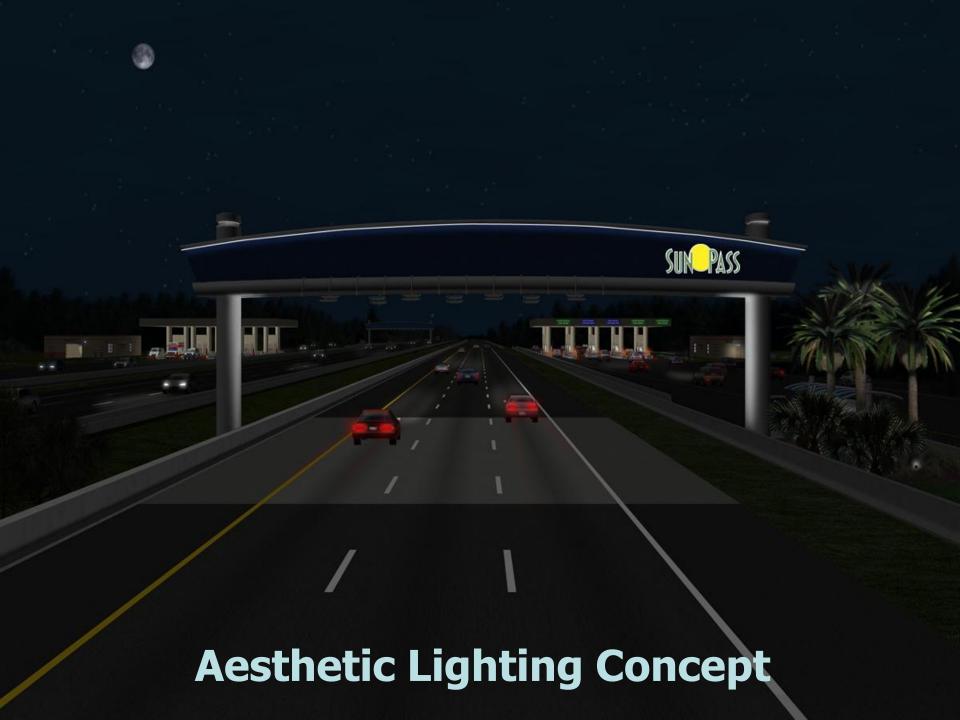
Overhead Maintenance













Conclusion

The Turnpike is Ready!

Financial Capacity

Toll and Technology Expertise

Customer Relationship and Awareness

Questions

