

TTM Group

Conrad Jupiters – Gold Coast

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Final draft

[SLIDE name] Firstly I want to thank y'all for having me at your conference here in Australia. This is the first time I have been down under and I am really excited to be here so I am going to act like a local and say g'day.

[SLIDE map] Yes, I am finally down under. I just love that term, down under. But I have to say that when I am back home in Miami Florida I don't feel like I am up over. So since I am down under I am going to make the most of it by meeting Nicole Kidman **[SLIDE Nicole Kidman]**, throwing a shrimp on the barbeque **[SLIDE bbq]** and drinking one of your wonderful **[SLIDE fosters]** fosters beers.

OK, you are probably wondering who is this guy and what is he doing at our breakfast function? Not an unreasonable question.

[SLIDE] My name is David Stephenson and I am the **[SLIDE logo]** State Director of Transport Planning with the Florida Department of Transportation. I am also chair of the **[SLIDE logo]** United States Transportation Security committee and along with my many other interests the fact that I have been able to find time to visit down under is truly remarkable. G'day

As you would know you have some serious transport infrastructure problems here on your Gold Coast. When you compare it to places like Sydney it may seem minor but in order to avoid scenes like **[SLIDE sydney traffic]** these it is important for decision makers to plan well ahead, a process that seems to be missing. Since I am an outsider I can't be seen to be singling out your Gold Coast political leaders here. My point is **[SLIDE text]** that the ability to plan well ahead is missing just about everywhere as elected official consider their future before they consider ours.

[SLIDE what is American doing here?] So, why am I here on your Gold Coast?

Back in June of 2006 the FDoT's commercial arm was engaged by the Australian Federal Government to provide proof of concepts for the very successful system we have set up across Florida. The initial approach was through Marc Mrcic at the **[SLIDE LOGO]** TTM group who recognised the Florida has similarities with South East Queensland and that perhaps you didn't have to reinvent the wheel.

[SLIDE MAP] For those of you who don't know much about Florida we are the handle in the South East of the United States. **[SLIDE zoom in]** Being in the South we are closer to the equator and therefore have similar weather patterns to you here in Queensland including **[SLIDE palm trees]** a subtropical climate and all that **[SLIDE cyclone]** comes with that.

We don't like to play up on the extreme weather we can have too much but it is a fact of life and must be taken into account in all aspects of life, especially with the climate change predictions.

Although we are on opposite sides of the equator, we share similar climates and I truly think that there is a parallel lifestyle shared between Florida and Queensland. In both Florida and Queensland we have developed similar economies based on **[SLIDE**

theme park] tourism, **[SLIDE factory]** light industry and **[SLIDE old woman]** aged care.

Through the commercial arm of the Florida Department of Transportation - **[SLIDE logo]** which is known colloquially as FDotCOMM - we drafted a proposal that would **[SLIDE share]** share information and technology about how we have solved ongoing issues in Florida where we have a similarity in the requirements of a balance between residential and tourism needs.

What brought about this desire for change in a place like Florida? **[SLIDE number]** In 2006 a total of 3,365 people died on our Florida roadways – an embarrassing large number! The state’s fatality rate was **[SLIDE]** 1.65 per 100 million vehicle miles travelled. Now compared to Queensland that might sound high...and it is...but the good news is that it actually represents **[SLIDE]** a 4.7 percent decrease from 2005. That was when the Florida Area Rapid Transit system was introduced and by getting people out of their cars we successfully reduced the total fatalities in Florida by 213 people in one year. This is encouraging, especially since next year is an election year, however it is still well above the national average of **[SLIDE US]** 1.45 per 100 million VMT and given the success of the system we are now working to get even more people out of their cars and into our innovative new system, but the American love affair with the automobile is rather entrenched.

In fact, while I can’t lay claim to being the sole person behind the idea I have received enough **[SLIDE Me and Bush]** awards for my involvement to be confident of my place in the state’s history.

[SLIDE Aust] Let’s bring the whole subject across the Pacific to Australia, FDotComm was provided with a fairly concise brief. **[SLIDE logo]** Your federal government department of transport and regional services contracted us to carry out a quasi equivalent evaluation of public transport trends around the world, including the recent implementation of the our **[SLIDE train]** hydro-dynamic transit system in Florida, and from that develop a modern, yet feasible system suitable for the Gold Coast for the next 20 years. **[SLIDE GC]** I tried to argue for a 50 year projection but we didn’t have a lot of influence in the brief from so far away.

Our report was due on December 1st but suddenly in early August there was an urgent request from your government for initial costing analyses and estimate projections to be provided by the beginning of November. It didn’t look like we were going to be ready in time but we made it.

We were a little confused by the sudden urgency and then we heard the news **[SLIDE election]** that your government had called an election. I have to be frank with you that we were disappointed to hear that our report was going to be used as part of your recent election campaign. **[SLIDE “pork barrel”]** I think you also understand the term “pork barrelling” down under.

There was a lot of back room discussion on the appropriateness of Florida becoming embroiled in your electoral process and eventually after some legal points were made

we successfully had the scoping document embargoed **[SLIDE calendar]** until the original contracted date of December 1st.

[SLIDE rudd] Having your president change in the middle of this whole process was of extreme concern to us and on the official release day, **[SLIDE]** December 1st, 1 week after your election contact was made with the new government. **[SLIDE Canberra]** You can't believe how difficult it was finding the right person in a government that was only one week old but we finally did and then were rather shocked that she insisted on a meeting in Canberra this week.

Clearly this needed a high level official intimately involved with the project so here I am, down under. G'day.

So, what is this whole thing about? **[SLIDE TTM logo]** Well Marc Mrcsic from TTM and I have been spending a lot of time in meetings both in Florida and here on the Gold Coast since I arrived and he says that there is a certain amount that it is appropriate for me to reveal today given that there is going to be a major announcement early next week. That's why Marc and TTM has put on this function to give you, his special guests, a preview...if you like.

But before I get to that it is vital I give some background on how **[SLIDE FDotComm logo]** FDotCOMM became a partner with TTM in the initial establishment of the project and also to elaborate on some of the hurdles that a mass transport project of any type on the Gold Coast faces.

With such an esteemed group as yourselves, it is unlikely that I have to elaborate on the ongoing struggles by authorities world wide to maintain a satisfactory level of service in regard to public transport.

[SLIDE Report front cover] When the last survey and report was done by Cambridge Consultants in 1999, they found **[SLIDE quote]** that 96% per cent of world wide transport infrastructure was over 75% of the way through half it's expected operating lifetime. That was almost 10 years ago and we all know that the replacement rate is agonisingly slow. **[SLIDE graph]** Although I don't have accurate contemporary figures by extrapolating existing data I think it would be safe to say that the figures are almost the same, except 84% of infrastructure exceeds a multiple of over 79.6% of expectations.

[SLIDE trend] It is disheartening to have to report that projections predict that a similar trend is going to continue with global emphasis on creating new infrastructure for burgeoning cities rather than upgrading existing and generally inadequate facilities.

[SLIDE graph] When you consider that the world's current population growth rate of about 1.14%, represents a doubling time of 61 years, we can expect the world's **[SLIDE text]** population of 6.5 billion to become 13 billion by 2067 if current growth continues.

That of course is an issue in itself and if we take into account feeding and caring for that many people I think it is fairly certain that standards per head of world population are

going to fall rather than improve, despite the moves by countries such as China and India toward industrialisation.

Now let's add a few interesting ingredients to the future. How about Peak oil. **[SLIDE oil graph]** If you, as a member of the transport industry, aren't aware of the concept and consequences of peak oil you should probably get up, walk out of the room and start a new career. Let me train you right now **[SLIDE McDonalds logo]** "would you like fries with that".

We are already seeing the effects of Peak Oil **[SLIDE oil prices graph]** as prices trend steadily upwards, take a look at the trend from 1920 to 2005. And where is it currently? Somewhere about here. **Point off map at \$100**

If we also factor in the predicted effects of Climate Change **[SLIDE globe]** on the planet we have a recipe for, while not exactly disaster there will certainly be massive upheaval as we all adapt to a changing world.

I'd like to show you something that not a lot of people have seen – and for obvious reasons. **[movie]** This is a recently constructed simulation of changes to the Florida coastline if ocean levels rise by 5m, which is well within some projections, especially if Antarctica or Greenland ice caps collapse.

With these sorts of events happening, just about every computer model predicts that here are going to be hundreds of millions of environmental refugees within 100 years. **[SLIDE Delhi flood]** While it is unlikely any of us are going to be around then, as decision makers, designers and creators of the infrastructure that is going to become more and more vital as time passes, there is an enormous burden on us **[SLIDE text - >]** to get it right. **[SLIDE]** First time. The time for the luxury of having another go in a few years is over.

So, what is the transportation future going to look like for Australia's Gold Coast, one of the best places in the world, if you believe your tourism brochures. **[SLIDE GC photos]**

While other FDoTCOMM engineers had been out here to do preliminary onsite inspections this was my first time. During my initial tour of the area my more experienced eyes allowed me to see many possibilities that clearly were not apparent to someone without my influence.

If you are going to have any hope of moving people onto your new system you need to **[SLIDE carrot on stick]** provide incentives. If incentives don't work then you need to penalise or, **[SLIDE people being beaten by police]** dare I say it, punish people who won't do the right thing. Well, not quite that far. **[SLIDE transit lane]** It is always more important to hit them in the hip pocket, where it really hurts because most people are so **[SLIDE G W Bush]** thick they won't respond to being hit on the head.

[SLIDE text] Here are some of my recommendations:

- **[SLIDE Robina town centre]** Use what you have. There is already a reasonable rail network that is being currently extended but put some thought into the future. I could not believe that a new railway station at Robina was built so far from the shopping centre instead of them sharing a car park and allowing shoppers to use public transport.
- **[SLIDE Toll booths]** Use tolls to maximum effect. Week day tolls should be placed on all your major highways to make it unpalatable to travel in private vehicles unless there is more than one person in the vehicle. Having examined transport loading and flow simulations I can see that tolls on Ferry Road, Smith Street and possibly the M1 – is that what it is called? – would be the most effective in shifting commuters from their cars.
- **[SLIDE car parks]** Your planning scheme should include that developers be required to provide free commuter parking so that every development becomes its own integrated designated transport hub. This should be at a minimum rate of 1 car space per 9 residential blocks to allow for future growth. This can be in place of parkland and as peak oil takes effect and cars are used less and less car parks can become the parks they should have been in the first place.

[SLIDE composite mass] But these all beg the question of what is going to carry these people and still fit in with the local cultural paradigm.

[SLIDE moment] So we have reached a dramatic moment where I am now able to reveal the concept drawings of the grand plan.

Stating with the route I would like to point out that yes, there will be some land resumption required and I understand that your government's Integrated Planning Act has been crafted so that taking the land over should not be a problem.

Obviously there are several options and a single ultimately preferred option. **[SLIDE]** Option 1 is easy but not useful, straight down your main Gold Coast highway. **[SLIDE]** Option 2 is useful but not easy It is great for your tourists but has its own problems...consider the reactions of greenie extremists. **[SLIDE]** Option 3 is excellent as it includes a number of stops, a variety of locations and maximum area covered.

What has been decided as the preferred route is a combination of all three that looks something like this **[SLIDE]** with an optional ocean spur **[SLIDE sharks]** for the tourists.

Based on the Gold Coast's unique location, lifestyle and requirements we have recommended a similar hydro-dynamic system to what I set up in Florida.

[SLIDE] Yes folks, it is the Surfers Transport Integrated Network Key. First we gave the world Florida Area Rapid Transport **[SLIDE]** or as it is better known, FART now we have the obvious successor, **[SLIDE]** STINK

[SLIDE] STINK is a series of surfboard-like vehicles that travel on a light rail system in what can only be described as a unique experience for residents and tourists alike.

We have this concept so well planned that I would like to introduce a couple of people I am taking to Canberra with me...for business reasons only. They will surely be a breath of fresh air on the STINK network, please meet my hand-picked conductors.