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Public Private Partnership for Urban Rail Transit

Forms, regulatory conditions, participants

With a Foreword by Prof. Dr.-Ing. Dipl.-Kfm. Dieter Jacob

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<td>City and suburbia are refocusing on transit, but weak regional coherence limits project-related private financial contribution</td>
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<td>Washington D.C.</td>
<td>Further improving WMATA's land-use impacts inside the Beltway and building new connections outside it</td>
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<td>Atlanta/GA</td>
<td>Planning to stop highway extension and to build up various layers of rail service and concentrating development at subway rail stations</td>
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<td>Dallas/TX</td>
<td>Local sales tax pays for the start of a new Light Rail system that follows and strongly spurs development</td>
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<td>San Diego/CA</td>
<td>The country's first new Light Rail system attracts development interest and prepares developer co-financing of new lines through transit villages</td>
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<td>Portland/OR</td>
<td>A long and expensive phase to reverse strong car-dependence, spur development through Light Rail and attract developers' financial interest to expand the system</td>
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<td>Toronto/ON</td>
<td>North America's only postwar transit-oriented city is increasingly disconnected from the car dominated region and from a car oriented development community</td>
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