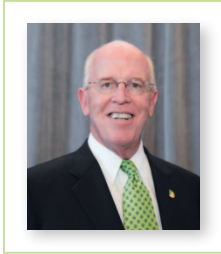




FROM THE PRESIDENT



As President of IBTTA in 2011, I've adopted the theme "Making the Difference." I decided on this theme as I've watched our industry make a big difference in improving mobility around the world. Who makes a difference in our world? People who have credibility. People who have a long record of service to an idea, a cause, a people, or an industry. What is the difference? The difference in our industry is higher levels of safety; a commitment to customer service and sustainability; and the ability to use technology and finance in elegant ways to improve access to mobility.

I'm especially encouraged by the public's renewed interest in transportation. One of the most promising signs is voters' approval of significant transportation investments that were on the ballot in the U.S. in 2010. The Center for Transportation Excellence found that U.S. voters approved 44 of 57 transportation-related ballot measures last year. This demonstrates strong public support for transportation funding and infrastructure improvements. Coupled with apparent voter disdain for raising taxes, the challenge for policy makers will be coming up with funding. The opportunity for both the tolling industry and public private partnerships seems clear.

We in the toll industry have a tremendous opportunity to make a difference in America and around the world by demonstrating that tolling is a fair, reliable and time-tested way to fund, develop, and operate road infrastructure. I'm proud to have the opportunity to lead an association whose members are leaders in providing customer-driven mobility through their expertise in transportation finance, technology, management and operations.

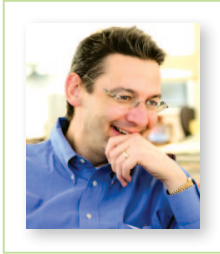


Frank McCartney

Executive Director, Delaware River Joint Toll Bridge Commission, 2011 IBTTA President



FROM THE EXECUTIVE DIRECTOR & CEO



All of the articles in this issue of *Tollways* support the theme “Making the Difference.” Here we consider vital topics like creating a new highway operating system based on vehicles that drive themselves, the benefits of tolling interstate highways, and different models of ETC interoperability around the world.

We start with Ed Regan who advances this premise: change federal policy to give states maximum flexibility to use tolling to rebuild the interstate highway system. Considering the advanced age of the system and the federal government’s declining role in funding it, state departments of transportation will confront huge costs to rebuild the interstate highway system.

Tom Bamonte has written an ambitious article that explores the convergence of technology, public policy, and what some might call science fiction. With emerging technologies that make it feasible for cars to drive themselves and, therefore, increase the capacity of our highways, we need to explore a new highway operating system that does not depend on the century old notion of the driver being “in control” behind the wheel.

John Becker and Brad Guilmino suggest that toll authorities and state DOTs need to embrace divergent thinking when it comes to funding road projects. They note that toll revenues alone rarely fund 100 percent of a project’s up-front construction costs. Therefore, toll operators need to look at an array of sources — federal, state, local, and private — to complete their funding.

Consistent with Becker and Guilmino, Bob McQueen looks at how many aspects of the tolling business model could be applied to the wider world of transportation. Minimizing the distance between the point of payment and

the point of service delivery is a key feature of tolling that provides immediacy to the customer relationship and changes the expectations of service providers and customers.

Mounir Chaouche and Steve Morello look at current models for electronic toll collection (ETC) interoperability in Australia, Ireland, France and the Philippines. They dissect the interoperability functions of different transaction clearinghouses and look at how creating them can lay the foundation for other value-added services.

Finally, Bill Millar explores the synergies between public transportation and tolling. He notes that big cities such as New York and San Francisco recognized long ago that the performance of toll bridges in heavily traveled corridors depends on moving some of the trip volume to transit. He also suggests that transit can give toll projects a broader public appeal by helping alleviate congestion and offering low cost travel options.

We hope you enjoy this collection of articles that underscore the importance of “Making the Difference.”

A handwritten signature in black ink, appearing to read 'Patrick Jones', with a stylized, cursive script.

Patrick Jones

Executive Director & CEO, IBTTA, Washington, DC

TOLLWAYS

Tollways strives to be a principal agenda-setting publication for the transportation profession, providing a serious source of original thinking to advance the performance of organizations engaged in tolling and other direct user-fee financed transportation services and their leaders. *Tollways* is published by the International Bridge, Tunnel and Turnpike Association and distributed to its member company representatives. IBTTA also distributes copies to key public officials and policy makers.

PUBLISHING IN *TOLLWAYS*

Submitted articles are reviewed by members of the *Tollways* Editorial Advisory Board and other peer reviewers. Author guidelines are available at www.ibtta.org. For additional copies, permissions and reprints, please email wklayman@ibtta.org or call 202.659.4620.

Tollways, Volume 8, Number 1, is published by IBTTA. © 2011 IBTTA

Opinions expressed in Tollways articles are those of the authors. IBTTA does not endorse trademarked products mentioned in Tollways; their inclusion is solely at the discretion of the authors.

TOLLWAYS EDITORIAL ADVISORY BOARD

Michael Ascher, P.E.

Metropolitan Transportation Authority (Retired)

Thomas Bamonte, J.D.

Illinois Tollway

Terry Brechtel

Alamo Regional Mobility Authority

Cedrick Fulton

The Port Authority of New York & New Jersey

Joseph Giglio, Ph.D.

Northeastern University

Nigel Lewis

The Louis Berger Group

Timothy McGuckin

OmniAir Consortium, Inc.

Jean Mesqui

Association Professionnelle Autoroutes et Ouvrages à Péage—ASFA

Edward Regan

Wilbur Smith Associates

Jim Wilson, PMP

TransCore, Inc.

Harold Worrall, P.E., Ph.D.

Transportation Innovations, Inc.

George Zilocchi

GeoPat Consulting LLC

PUBLISHER

Patrick Jones • pjones@ibtta.org
Executive Director & CEO, IBTTA

EDITORIAL, CREATIVE AND CONTENT DIRECTORS

Cari Dellinger • cdellinger@ibtta.org
Marketing & Communications Manager, IBTTA

Neil Gray • neilgray@ibtta.org
Director of Government Affairs, IBTTA

Wanda Klayman • wklayman@ibtta.org
Deputy Executive Director, IBTTA

DESIGN

Ripple Communications • www.ripplecom.com



TABLE OF CONTENTS

7

BUILDING THE CASE FOR TOLLING THE INTERSTATES

Ed Regan and Steven Brown

23

INFORMATION BECOMES INFRASTRUCTURE:

Remaking the Highway Operating System in the Era of Smart Cars

Tom Bamonte

39

THE RISE OF DIVERGENT THINKING IN FUNDING AND FINANCING TOLL PROJECTS

John Becker and Brad Guilmino

51

THE TOLL MODEL AS THE BASIS FOR FUTURE TRANSPORTATION FUNDING AND SERVICE DELIVERY

Bob McQueen

59

CLEARINGHOUSE DEVELOPMENT AND OPERATIONS:

Comparison of Various ETC Projects

Mounir Chaouche and Steve Morello

73

WORKING ON A COMPREHENSIVE SURFACE

TRANSPORTATION BILL: Synergies between Transit and Tolling Should Be a Key Ingredient

William Millar