TOLLING IS AN IMPORTANT FEATURE OF THE US TRANSPORTATION LANDSCAPE.

FAST FACTS

35
Number of US states and territories with at least one tolled highway, bridge or tunnel (Source: IBTTA Toll Industry Survey, 2011)

5 billion
Number of trips per year on tolled roads and crossings in the United States (Source: IBTTA Toll Industry Survey, 2011)

5,431
Miles of U.S. toll roads (Source: IBTTA and Federal Highway Administration, 2011)

$14 billion
Capital investment over three years by the top 40 US toll facilities operators (Source: IBTTA Toll Industry Survey, 2011)

3x higher
Fatality rate on all US roads (1.47 per 100 million vehicle miles traveled) versus all toll facilities (0.50) (Source: IBTTA study, 2008)

30.8 million
Number of transponders being used for electronic tolling in the US (Source: IBTTA report on 2009 Toll Interoperability Forum)

84
Percentage of Americans who feel tolls should be considered as a primary source of transportation revenue or on a project-by-project basis. (Source: HNTB Corporation survey, 2010)

Highway revenue breakdown

Tolls represent 5% of highway revenues and growing.


Revenues from the federal fuel tax are declining.

Source: Federal Highway Administration

Highway revenue breakdown

Source: Federal Highway Administration, 2011
STATES WITH TOLL ROADS
Thirty-four states and Puerto Rico have toll roads and crossings...

STATES WITH PUBLIC-PRIVATE PARTNERSHIPS
...And 30 states support public-private partnerships in highway finance.

TOP 10
TOLL AGENCIES

BY MILEAGE

1. OKLAHOMA TURNPIKE AUTHORITY 606
2. NEW YORK STATE THRUWAY AUTHORITY 570
3. PENNSYLVANIA TURNPIKE COMMISSION 545
4. FLORIDA’S TURNPIKE ENTERPRISE 460
5. NEW JERSEY TURNPIKE AUTHORITY 290
6. ILLINOIS STATE TOLL HIGHWAY AUTHORITY 286
7. OHIO TURNPIKE COMMISSION 241
8. KANSAS TURNPIKE AUTHORITY 236
9. MASSACHUSETTS DEPARTMENT OF TRANSPORTATION 141
10. HARRIS COUNTY TOLL ROAD AUTHORITY 107

SOURCE: NATIONAL CONFERENCE OF STATE LEGISLATURES

SOURCE: IBTTA

BY REVENUE IN MILLIONS - US$

1. MTA BRIDGES AND TUNNELS (NYC) 1,400
2. PORT AUTHORITY OF NEW YORK AND NEW JERSEY 974
3. NEW JERSEY TURNPIKE AUTHORITY 952
4. BAY AREA TOLL AUTHORITY 898
5. PENNSYLVANIA TURNPIKE COMMISSION 740
6. ILLINOIS STATE TOLL HIGHWAY AUTHORITY 690
7. NEW YORK STATE THRUWAY AUTHORITY 641
8. FLORIDA’S TURNPIKE ENTERPRISE 596
9. HARRIS COUNTY TOLL ROAD AUTHORITY 481
10. NORTH TEXAS TOLLWAY AUTHORITY 400

SOURCE: IBTTA 2011
MILESTONES IN OPEN ROAD TOLLING AND INTEROPERABILITY


Multi-lane, free flow Urban Pricing demonstrated in Hong Kong (predecessor to Singapore and started concept of road user charging).

Early ETC Adapters –
First U.S. installations of ETC seen by Crescent City Connection (formerly the Greater New Orleans Bridge), Oklahoma Turnpike Authority and Dallas North Tollway.

First Open Road Tolling demonstrated as feasible — Newcastle University, UK by Professor Peter Hills using Saab Combitech (now Kapsch) DSRC tags.

Alesund, Norway
The world’s first electronic toll system.

Portugal ETC System “Via Verde” implemented

The E-ZPass Interagency Group (IAG) forms with three states (New York, New Jersey & Pennsylvania) and seven agencies.

The E-470 Public Highway Authority opens as one of the first non-stop, high-speed ETC lanes in the United States.

Q: WHY DO WE NEED TOLLS TO PAY FOR ROADS AND CROSSINGS?
A: No matter how you slice it, federal and state fuel taxes are insufficient to support America’s highway infrastructure. Tolls provide a valuable source of revenue both to build new roads and maintain existing roads.

Q: HOW DO TOLLS BENEFIT THE AVERAGE AMERICAN?
A: The primary benefits are better, safer roads; less congestion; more predictable trip times; and reduced need for taxes to pay for roads. Tolls provide money today for projects that can be built in the near future and meet demand for decades to come. If it were not for tolls, many of the best roads and bridges in the US might never have been built.

Q: ISN’T A TOLL JUST ANOTHER TAX?
A: No, tolls are voluntary user fees. Drivers can choose to pay tolls or take alternate routes, whereas taxes are mandatory and charged to everyone. Yes, customers of toll facilities also pay taxes, but the taxes are used to fund non-toll roads. Since toll roads are primarily self-financed and do not rely on taxes, the customer is not paying twice for the facility. In fact, without tolls, taxes would be higher.

Q: WHAT ABOUT PUBLIC OPPOSITION TO THE IDEA OF NEW TOLLS?
A: Revenue-raising measures are never popular, especially in a time of economic stress. The federal fuel tax has not been raised since 1993. However, numerous toll facilities have been approved in the anti-tax environment of recent decades, and opinion polls consistently show that motorists prefer tolls over taxes and support the expansion of toll roads to improve driver options and travel times. In one poll, 84 percent of Americans said tolls should be considered as a primary source of transportation revenue or on a project-by-project basis.

Q: DOES TOLLING SLOW THE FLOW OF TRAFFIC?
A: Toll roads tend to be less congested than tax-funded roads, where unrestricted access often leads to congestion. Toll roads also lead to time savings and congestion relief on nearby roadways by increasing the total road capacity available. Moreover, with today’s technology, most toll operators are eliminating toll plazas and expanding their high-speed, automated tolling options. Most new facilities are being built as cashless systems, with no stopping or slowing down to pay a toll.

TOLLING PROVIDES ANSWERS TO AMERICA’S TRANSPORTATION NEEDS.

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Q: HOW DO TOLL ROADS COMPARE TO NON-TOLLED ROADS IN TERMS OF SAFETY?

A: Toll roads are generally safer than non-tolled roads due to better maintenance, pavement, and technology. Toll operators employ state-of-the-art technology to monitor road conditions and have a financial incentive to keep their roads running as safely and smoothly as possible. The facts bear this out, as toll facilities in the United States have a much lower fatality rate than US roads overall.

Q: IS TOLLING FAIR TO LOW-INCOME MOTORISTS?

A: Many surveys have shown that drivers of all income levels use tolled facilities and support having the option to use high-quality toll roads. A well-designed pricing plan can be less burdensome to low-income citizens than systems that are based on regressive taxes, such as car registration fees, sales taxes and the gasoline tax.

Q: WON’T TOLLS INCREASE CONSUMER PRICES BY DRIVING UP THE COST OF TRUCKING?

A: The poor state of our roads and bridges is already raising consumer prices through congestion, lost time and higher operating costs for trucking companies. The most recent Urban Mobility Report by the Texas Transportation Institute found that highway congestion cost the United States $101 billion in 2010 and will rise to $133 billion by 2015. By increasing the quality of infrastructure and easing congestion, tolls can produce cost savings for truckers and all consumers.
Q: WHAT ABOUT THE AIR POLLUTION CAUSED BY VEHICLES IDLING AT TOLL PLAZAS?
A: Stop-and-start traffic stemming from extreme congestion is an even greater contributor to air pollution, and it can be partially addressed through increased use of toll-based congestion pricing. Meanwhile, most toll agencies are moving toward “open road tolling,” which eliminates toll plazas.

In one study by the Central Texas Regional Mobility Authority, which compared vehicle emissions on a toll road with those on a parallel tax-funded road, emissions of various air pollutants were 28 percent to 56 percent lower on the toll road, in part because of a 75 percent improvement in travel times and 26 percent reduction in fuel consumption.5

Q: SOME STATES WANT TO PUT TOLLS ON INTERSTATE HIGHWAYS. WHY SHOULD WE ALLOW TOLLS ON ROADS THAT ARE ALREADY PAID FOR?
A: “Already paid for” misses the point. America’s interstate highway system is aging and will deteriorate over time without substantial new investment. The future cost to rebuild these roads will be much higher than the original cost. Federal and state fuel taxes are already insufficient to maintain the interstates in good repair, much less rebuild them. Tolls are a proven, convenient, fair way to raise revenues to rebuild these highways.

Q: WOULD INCREASED USE OF TOLLING CREATE POLITICAL DIVISIONS BETWEEN STATES THAT DO AND DON’T HAVE TOLL ROADS?
A: No. Neither tolls nor taxes are the solution for every transportation finance and funding issue. Each state will meet its transportation needs with its own mix of financing techniques, including tolls, taxes and borrowing. With other sources of revenue in decline and transportation needs increasing, many states and localities are looking to tolls as an efficient option with many benefits.

Q: WHAT ARE “CONCESSIONS,” AND WHAT ROLE DO PRIVATE BUSINESSES PLAY IN TOLLING?
A: A concession is a contract between a government entity and a private enterprise (frequently a consortium) to build or rebuild a tolled road, bridge...
or tunnel and assume its day-to-day operations for a stated period of time. This is frequently referred to as a “public-private partnership” or P3. The private entity may provide the funds for the infrastructure improvement, or make payments to the government in return for what amounts to a long-term lease on the tolled facility. Ownership of the facility always remains public. The private company takes on the challenge of building and operating a facility that provides enough benefits to drivers that they will willingly choose to use the facility and pay the tolls needed to repay the construction and operational costs.

P3s are regulated by state law and require enabling legislation. Currently, 31 states [see page 3] allow P3s, which are viewed as an attractive option for bringing private investment into the transportation system to help offset shortfalls in governmental resources. Concessions are very common in Europe and are being used with increasing frequency in the United States.

DEFINITIONS

TOLL: A fee charged by the operator of a highway, bridge or tunnel for the use of that facility.

VEHICLE MILES TRAVELED (VMT): 1) The total number of miles driven by all vehicles within a given time period and geographic area; 2) the number of miles driven per person per day.

ELECTRONIC TOLL COLLECTION (ETC): The collection of tolls based on automatic identification of vehicles using electronic systems. An ETC lane collects tolls with no stops required, and an Express Lane allows vehicles to pass at highway speeds.

HOT LANES: High Occupancy Toll lanes are High Occupancy Vehicle (HOV) lanes that also allow access to low occupancy vehicles if drivers pay a toll, allowing more vehicles to use HOV lanes while raising revenue and keeping an incentive for shifting travel times and modes.

OPEN ROAD TOLLING: An electronic toll collection system without toll plazas, in which drivers are charged without having to stop, slow down, or stay in a given lane.

CONGESTION PRICING: Harnessing market forces to reduce traffic congestion by charging higher tolls at peak travel times. Removing even a small fraction of vehicles on a congested road allows the system to flow much more efficiently.

TRANSPONDER: In-vehicle equipment permitting a toll facility operator to identify and conduct an electronic toll transaction with a driver.

For more definitions, visit IBTTA’s glossary at www.ibtta.org/glossary

All-Electronic Toll Conversion Projects

Initial Wave of converting existing toll roads to AETC starts in earnest.

Miami-Dade Expressway Authority (MDX) opens the Dolphin Extension in June 2007 becoming the first all-electronic stretch of roadway in South Florida.

E-470 Public Highway Authority ends cash toll collection on July 4, 2009. All customers use the 70 mph express lanes.

Florida’s Turnpike Enterprise converts 47 miles of the Turnpike in Miami-Dade County to all-electronic tolling.

Miami-Dade Expressway Authority (MDX) fully converts the Gratigny, Don Shula and Snapper Creek expressways to Open Road Tolling. The three roadways became the first toll roads in South Florida to go cashless and all-electronic.
THE NATION’S ECONOMY DEPENDS ON A STRONG TRANSPORTATION SYSTEM. BUT THAT SYSTEM IS IN CRISIS BECAUSE OF A LACK OF FUNDING, DETERIORATING INFRASTRUCTURE AND GROWING CONGESTION.

• Tolling is a fair, sustainable and smart way to fund, develop, and operate roads.

• Because they have a dedicated funding source, toll roads typically are safer, better maintained, and have more predictable travel times than non-tolled roads.

• The growth of all-electronic tolling means it is easier to establish toll roads now than ever before.

IBTTA members are leaders in providing safe, economical, and customer-friendly roads, bridges and tunnels.

LEARN MORE...
WEB: www.ibtt.org
TWITTER: @tollroads
BLOG: www.theroadahead.org
FACEBOOK: International Bridge, Tunnel & Turnpike

ABOUT IBTTA
Founded in 1932, the International Bridge, Tunnel and Turnpike Association (IBTTA) is the worldwide association for the owners and operators of toll facilities and the businesses that serve tolling. IBTTA’s mission is to advance toll-financed transportation.

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ENDNOTES
1 Transportation Research Board, 2008
2 Survey sponsored by HNTB Corporation, 2010
3 Tollways, 2008
4 Texas Transportation Institute study, 2011
5 Central Texas Regional Mobility Authority, 2009

OTHER RESOURCES:
• IBTTA: www.IBTTA.org/advocacy
• OmniAir Consortium: www.omniair.org
• Alliance for Toll Interoperability (ATI): http://www.tollinterop.org
• Federal Highway Administration: http://www.fhwa.dot.gov
• America THINKS: http://www.hntb.com/AmericaTHINKS