



TOLLWAYS

Convergence of Technology, Finance and Policy



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From the President

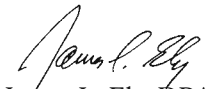


Most people know that I'm a shameless promoter of Florida's Turnpike Enterprise, IBTTA and user-financed transportation. I'm also a big believer in building strategic alliances to fight congestion, which is my theme as President of IBTTA.

Recently I had the opportunity to meet in Washington, DC with the leaders of several organizations involved in transportation, including the American Association of State Highway and Transportation Officials, the American Public Transportation Association, the National Conference of State Legislatures and the Transportation Research Board. While in Washington, I also met with U.S. Transportation Secretary Mary Peters to talk about tolling, congestion, safety, and public private partnerships. Later this month, I will attend and speak to the annual meeting of ASECAP, the European Association of Tolloed Motorways, Bridges and Tunnels, to learn what our colleagues in Europe are doing to strengthen funding for highway transportation, improve mobility and fight congestion.

Everywhere I travel, people are talking about the same things: safety, mobility, and congestion. They are very concerned about the transportation funding crisis and the lack of political will to combat this crisis. As I travel to different places, it is gratifying to see more and more people begin to recognize tolling as one of the most important tools in the toolbox to help us improve transportation funding and mobility. This issue of Tollways focuses a bright light on the factors that make tolling one of the leading forces in mobility around the world: the convergence of technology, finance and policy.

At IBTTA, we are building strategic alliances, not only among the different organizations we visit, but also among the disciplines that make user financed transportation one of the most successful ideas around.


James L. Ely, DPA

From the Executive Director and Publisher




When I look at the construction site for a new building, I see convergence. There are cranes, dump trucks, cement mixers, front-end loaders and shovels; iron workers, carpenters, electricians, and laborers; fences, signs, placards and security. There are many different people performing many different jobs; they

work for different companies and on different schedules. But they all come together for one common purpose: to raise a building. The dump truck driver might never have face-to-face contact with the crane operator who drops a load of earth into his truck bed. But they work together seamlessly. If a big piece of equipment is present, it's working; if it isn't working, then it isn't there. It's a marvelous sight.

This issue is about the marvelous sight of our user-financed transportation system. It's about the growing convergence of technology, finance and policy that make mobility possible. Like the many pieces of equipment and workers on a construction site, these seemingly disparate disciplines come together and merge with increasing frequency to create a system of highways, tunnels, and bridges funded by users. As Mark Muriello notes in his commentary piece, "The challenge facing transportation officials – from Departments of Transportation, to roadway and transit operators, to Metropolitan Planning Organizations – is increasingly to plan and act beyond their jurisdictions toward flexible mobility solutions." Just like the crane operator, the dump truck driver, and the electrician on the construction site.

In "The Coming Convergence of Tollways and Public Transit Systems," Thomas J. Bamonte of the Illinois Tollway presents a fascinating case study of how tolling and transit can provide even greater benefits to the driving public in Chicago by acting more like one another. Commentaries on this article by Joseph M. Giglio, Steve Heminger, William W. Millar, and Mark Muriello provide new insights and perspectives on how toll operators and transit system



can cooperate to improve mobility in highly congested urban areas. In “Design and Operational Challenges Associated with Managed Lanes,” Ginger Goodin contributes to the discussion of how to improve mobility by using existing roadway capacity more efficiently.

In “Considerations for Adopting VII-Based Tolling,” Michael Catalano, Ram Kandarp, and Tim McGuckin consider the possibility of achieving electronic toll collection system interoperability on a hemispheric scale through the adoption of Vehicle Infrastructure Integration technologies. Alain Estiot and Johannes Springer explore the results of a satellite-based truck tolling system in “GNSS-Based Tolling in Germany: Lessons learned after Two Years of Operation.” Continuing the technology theme, Richard K. Carrier and Martin B. Greenbaum consider the effects and costs of toll violation enforcement in “Tackling Enforcement and Collection in Today’s Tolling Environment.”

In “What Public Officials Should Know about Public–Private Partnerships,” Jack Lettiere, the former commissioner of the New Jersey Department of Transportation, explores the marriage of finance and public policy that has accelerated private investor interest in long-term leases of existing highway facilities.

We round out this collection of articles with Peter Samuel’s piece, “Designing Highways to Be More Likable.” Here he makes a strong case for fixing the “dysfunctional system of taxes and grants for roads that can’t address their most costly and annoying deficiency—congestion.”

We hope you enjoy this group of authors and articles and welcome your letters and comments.



Patrick D. Jones

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 three times per year (winter, spring and autumn) to its member company representatives. IBTTA also distributes copies of each issue to members of Congress and other key policy makers at the federal, state and local levels of government.

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