

**TOLL FACILITIES**

**IN THE UNITED STATES**

**Bridges - Roads - Tunnels - Ferries**

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## LIST OF ABBREVIATIONS AND ACRONYMS

Auth	Authority	Jct	Junction
Ave	Avenue	Mi	Mile
AVI	Automatic Vehicle	Mtn	Mountain
Brdg	Bridge	NHS	National Highway System
BC	British Columbia, Canada	NS	Nova Scotia, Canada
Cnty	County	ON	Ontario, Canada
Co	Company	Pkwy	Parkway
Com	Commission	Rd	Road
Const	Construction	Rdwy	Roadway
Corp	Corporation	Sec	Section
Dept	Department	Serv	Service
Dev	Development	SH	State Highway
Dist	District	St	Street
Dr	Drive	Sys	System
Env	Environmental	TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
ETC	Electronic Toll Collection	TIRIS	Texas Instruments Registration System
Expway	Expressway	Traf	Traffic
Ext	Extension	Trans	Transportation
FHWA	Federal Highway	Trnpke	Turnpike
Hazmat	Hazardous Materials	US	United States
Hwy	Highway	Veh	Vehicle
Id	Identification	Vet	Veteran
Internatl	International	4R	Resurfacing, Restoring Rehabilitation, Reconstruction
IS	Interstate System		
ISTEA	Intermodal Surface Transportation Efficiency Act		

# **Toll Roads in the United States: History and Current Policy**

## **History**

The early settlers who came to America found a land of dense wilderness, interlaced with creeks, rivers, and streams. Within this wilderness was an extensive network of trails, many of which were created by the migration of the buffalo and used by the Native American Indians as hunting and trading routes. These primitive trails were at first crooked and narrow. Over time, the trails were widened, straightened and improved by settlers for use by horse and wagons. These became some of the first roads in the new land.

After the American Revolution, the National Government began to realize the importance of westward expansion and trade in the development of the new Nation. As a result, an era of road building began. This period was marked by the development of turnpike companies, our earliest toll roads in the United States. In 1792, the first turnpike was chartered and became known as the Philadelphia and Lancaster Turnpike in Pennsylvania. It was the first road in America covered with a layer of crushed stone. The boom in turnpike construction began, resulting in the incorporation of more than 50 turnpike companies in Connecticut, 67 in New York, and others in Massachusetts and around the country. A notable turnpike, the Boston-Newburyport Turnpike, was 32 miles long and cost approximately \$12,500 per mile to construct.

As the Nation grew, so did the need for improved roads. In 1806, the Federal Government passed legislation to fund the National Road, known as the Cumberland Road. This road would stretch from Maryland through Pennsylvania, over the Cumberland Mountains, to the Ohio River. For a period of time, these roads served the new Nation well. However, with the use of heavier wagons and the large movements of entire families across the country, a strain on the infrastructure was evident. The roads in this country were still dirt and gravel—paved, rutted and impassable in bad weather.

Toward the 1880s, America began to see the increased use of bicycles as a form of transportation, which led to the "Good Roads Movement," mainly through bicyclist clubs across the country. In addition, with the advent of the automobile, new and better roads were required. The Federal Government responded by creating the Office of Road Inquiry in 1893. This agency was responsible for collecting data, answering questions, and assisting in road improvements. Later, this infant agency grew to help finance road construction (Post Office Appropriation Act of 1912), the beginning of Federal-aid roads. Soon, connecting highways emerged from contributions of State and local governments as well as Federal financing. People were traveling further and more frequently.

World War I saw greater dependence on these vital roadways, especially manufacturing centers. Following the war, the Federal Highway Act of 1921 provided financial assistance to the States to build roads and bridges. The need for a nationwide interconnecting system of highways became clearer. By the end of the 1920s, more than half of all American families owned automobiles. Engineers were kept busy building highways, bridges, and tunnels, especially in the larger cities such as New York, Boston, Los Angeles, and San Francisco. Tolls were used on many roads, bridges, and tunnels to help pay for this building boom. The Holland Tunnel in New York was completed in the mid-1920s and opened up routes into the heart of New York City. It was referred to as the "Eighth Wonder of the World." The Golden Gate Bridge in San Francisco, built in the 1930s, provided access into San Francisco from across the bay.

World War II created even greater reliance on our vital highway systems. The roads, bridges, and tunnels served as defense routes for the war effort. After the war, the growth of the suburbs increased the use of the automobile. The use of the automobile grew to include not only trips to work but to social activities and recreational outlets as well. In the immediate post-World War II era, several States recognized that modern,

high quality highway systems were needed to meet this demand. The Pennsylvania Turnpike was the first of these roads, and was an immediate success. From around 1945 to 1955, many States, mainly located in the North and East, began to build State turnpikes on their primary long-distance travel corridors.

Beginning around the time of World War I, the Federal Government, for primarily military reasons, began to study the possibility of building high-quality roads across the Nation. One option for the financing of these roads was to collect tolls. However, the Federal-Aid Highway Act, enacted in 1956--which provided for a coast-to-coast highway system, connecting important cities and industrial centers to one another--was legislated as a tax-supported system, not a toll system. With the implementation of Federal-aid to States to build the Interstate System, proposals for additional toll roads languished. By 1963, the last of the toll roads planned before the Federal-aid system was legislated opened, and few additional proposals were seriously considered.

By 1980, the Nation's highway transportation infrastructure began to show signs of age through heavy use. There was general public concern that the U.S. was falling behind in its commitment to building and maintaining highway infrastructure. Several trends contributed to this perception. There had been phenomenal growth in the purchase and use of highway vehicles. There was an acknowledgment that governments at all levels were short of funds, and that in some cases, rather than continuing to raise taxes, it would be easier to defer maintenance and reconstruction of infrastructure of all kinds. Furthermore, there was a timing problem in that roads built in the peak years of new Interstate construction (roughly 1960-1980) were approaching the end of their design life and were wearing out. These concerns were one reason the toll road concept began to re-emerge.

Another reason toll facilities are being reconsidered is the increasing ability of electronic equipment to identify vehicles and record and store large amounts of data: a technology that is transforming our way of thinking about toll collection. Electronic toll collection (ETC) leads to significant declines in the operating costs of toll facilities. Furthermore, ETC, by not requiring the vehicle to stop, reduces lines at tollbooths, reduces vehicle operating costs, and therefore directly benefits the traveling public. Public acceptance and familiarity with the ease, accuracy, privacy, and fairness of ETC are likely to make these toll-charging methods much more pervasive on toll roads in the near future. Technology does come at a cost. For example, more work must be done to increase compatibility among competing electronic toll collection technologies, but the shortcomings can and will be overcome.

But toll financing concepts are changing in other ways. In some circles, the proposition is put forward that goods and services currently provided by the public sector could also be provided by the private sector, perhaps with gains in efficiency. Highway facilities are identified as one of the areas where the private sector might be willing to invest if there were a high probability of recouping the investment through the collection of tolls. With the possibility of privately financed toll roads, some large engineering and construction management firms believe that a highway market might exist that had not been explored by their firms. Under typical public provision of U.S. highways, the State does (or contracts out) the design work and then awards distinct contracts to carry out parts of the completed plans. If the project meets certain criteria, it is eligible for Federal-aid reimbursement (Federal-aid pays the State back a portion of its costs of construction). Some private firms, however, have proposed to do the whole process themselves and take advantage of efficiencies such as simultaneous design and construction. Furthermore, there was the feeling by these firms that the time might be right to put some of their own equity into these projects, and finance, build, and operate the entire facility themselves.

These forces appear to suggest that both public and private toll roads may be additional means of financing and constructing U.S. highway facilities in the near future. Public-private partnerships, defined as an

agreement between the public (government) and the private sector to develop, finance, construct, operate, own, and maintain highway facilities, will be one of the alternatives. To what extent they could become a major force in highway finance will depend on the abilities of the individual public-private ventures to overcome existing institutional barriers.

## **Current Policy: State Legislative Provisions**

It should not be surprising to find that States which pass toll road legislation do not follow a fixed pattern as each State confronts unique circumstances. But the following provisions in State toll road legislation are common:

- creation of an authority or commission,
- scope, purpose, and function of the entity,
- definition of terms
- delineation of the district within the entity operates,
- details about the entity's governing board,
- the legal powers of the entity,
- the authority to issue bonds and use tolls,
- authority to set and revise tolls,
- ability to invest bond proceeds,
- administrative requirements (audits, annual reports, etc.),
- constraints on the use of the funds,
- rights and remedies of bondholders,
- tax-exempt status of the entity's property and bonds,
- venue and jurisdiction for legal actions,
- police powers,
- operating, maintenance and repair obligations, and
- relationships with other entities.

A successful toll road project can be built with virtually any mix of public and private financial sponsorship. Several prototypical models have developed, incorporating increasing amounts of private involvement along with non-governmental funds. As the private sector contributes more equity financing and assumes more risks, the partnership develops more characteristics of full privatization. The structures described here fit along a continuum from traditional public to mostly private:

- *Traditional New Public Highway:* State government ownership and funding with investment commonly justified by general system-wide public needs.
- *Traditional New Public Toll-Road Delivery:* Public authority ownership and operation, using toll revenues to finance non-recourse and State-backed tax-exempt debt to construct the facility and provide interim operating funds.

Although the traditional public toll authority does not incorporate private sector participation in the ways that the models described in the following sub-bullets do, it nonetheless provides an alternative structure for tollways. The following illustrates a number of variations of the traditional public toll authority.

- *City or County Government:* Local toll road and bridge financial and ownership aspects which are

completely controlled by a local government. Local taxes and bond revenue may be set aside for specific toll projects as the need arises, and the toll revenues are disbursed as the local government sees fit.

- *Local Commissions or Authorities:* Toll entities which are created by State statute and act like independent State commissions. They are completely financially independent of the local government, although they may be directed by a board of commissioners appointed by the government or actually be a division of the local government. These authorities have ultimate financial responsibility for all commitments entered into and completely fund their own projects.
- *Dependent State Authorities:* In essence, this type of authority acts as a financial extension of the State Department of Transportation. The authority is responsible for all debt issued, but transfers the bond revenues and the operation of the toll system to the State under a lease agreement. The lease payments received from the State are then applied to service the debt.
- *Independent State Authorities or Commissions:* State commissions and authorities which are autonomous in financial responsibilities such as fixing toll rates and charges as well as repayment of debt, but subject to some degree of political control as the governor appoints members of the board and the authority's debt issuance may or may not be subject to review by a State finance board. No funding is received from the State, and ultimate payment of debt is the sole obligation of the authority.
- *Innovative Financing for New Public Facilities:* Public ownership and operation with full or partial reliance on revenue sources such as development impact fees as well as tolls.
- *Blended Public-Private Financing for New Public Toll Road Delivery:* Control and direction under governmental oversight, usually by a local authority; financing delivers a complete, stand-alone project without recourse to government funding if toll revenues are not sufficient.
- *Public-Private Partnerships to Deliver New Road Capacity:* Substantial private equity participation and a strong private role in finance, construction, and operation; public role tends more toward framing the overall agreement, contributing pre-development costs, or assembling rights of way.
- *Privately Supplied New Highway:* Finance provided and risk borne almost entirely by private developers and their financial supporters; significant private equity combined with the issuance of taxable debt.

## **Current Policy: Federal Legislative Provisions**

### **Tolling and Pricing Programs**

The Federal-aid Highway Program, Title 23 of the United States Code (23 U.S.C.), offers States and/or other public entities a variety of opportunities to toll motor vehicles to finance Interstate construction and reconstruction, promote efficiency in the use of highways, reduce traffic congestion and/or improve air quality. In addition to providing States and/or other public entities the authority to toll motor vehicles, the Value Pricing Pilot program is unique in providing grants for pre-implementation and non-construction related implementation costs of tolling, and for non-highway related pricing activities.

The tolling and pricing programs include:

- [Express Lanes Demonstration Program](#)
- [High Occupancy Vehicle \(HOV\) Facilities](#)
- [Interstate System Reconstruction & Rehabilitation Pilot Program](#)
- [Interstate System Construction Toll Pilot Program](#)
- [Title 23 USC Section 129 Toll Agreements](#)
- [Value Pricing Pilot Program](#)
- [High Occupancy Vehicle \(HOV\) Facilities](#)

### **Express Lanes Demonstration Program**

This demonstration program permits tolling on selected facilities to manage high levels of congestion, reduce emissions in a non-attainment or maintenance area under the Clean Air Act Amendments, or finance added Interstate lanes for the purpose of reducing congestion.

The Secretary is authorized to carry out 15 demonstration projects through 2009 to allow States, public authorities, or public or private entities designated by States to collect a toll from motor vehicles at an eligible toll facility for any highway, bridge, or tunnel, including on the Interstate. An "eligible toll facility" includes those accomplishing any of the following:

- manage high levels of congestion typically by varying the toll price by time of day or level of traffic;
- reduce emissions in a non-attainment area or maintenance area;
- finance the expansion of a highway, for the purpose of reducing traffic congestion, by constructing one or more additional lanes (including bridges, tunnels, supports, or other necessary structures) on the Interstate System.

### **Qualified Demonstration Projects may consist of:**

- variable pricing by time of day or level of traffic, as appropriate to manage congestion or improve air quality, is required if an HOV facility is tolled; for a non-HOV facility, variable pricing is optional;
- motor vehicles with fewer than 2 occupants may be permitted to use HOV lanes as part of a variable toll pricing program;
- automatic toll collection is required in express lanes to optimize free flow of traffic; and
- toll revenue may only be used for debt service, reasonable rate of return on private financing, operation and maintenance costs, or any eligible title 23 or 49 project if the facility is being adequately maintained.

Federal share of project cost of a facility tolled under this program, including installation of the toll collection facility, is not to exceed 80 percent.

## **High Occupancy Vehicle (HOV) Facilities, SAFETEA-LU Section 1121 (23 USC 166)**

Section 1121 of SAFETEA-LU replaces Section 102(a) of Title 23 of the United States Code (23 U.S.C.) with a new Section 166 that clarifies some aspect of the operation of HOV facilities and provides more exceptions to the vehicle occupancy requirements for HOV facilities. It also authorizes States to create High Occupancy Toll (HOT) lanes. Specifically, this section allows States to charge tolls to vehicles that do not meet the established occupancy requirements to use an HOV lane if the State establishes a program that addresses the selection of certified vehicles and procedures for enforcing the restrictions. Tolls under this section may be charged on both Interstate and non-Interstate facilities. There is no limit on the number of projects or the number of states that can participate.

If a State desires to allow HOT vehicles to use HOV lane by creating a HOT lane or converting an existing HOV lane to a HOT lanes, an [Expression of Interest](#) should be sent to the Tolling and Pricing Team and the local Division Office to initiate a Federal Review process. For more information about the Federal Review, refer to the [Federal-Aid Highway Program Guidance on HOV Lanes](#). The revised version with additional information related to HOT Lanes and new requirements sated in 23 USC 166 will be published in the Federal Register in early 2006.

## **Interstate System Reconstruction & Rehabilitation Pilot Program**

SAFETEA-LU continued the authority initially provided in Section 1216 (b) of TEA-21, by allowing up to three existing Interstate facilities (highway, bridge, or tunnel) to be tolled to fund needed reconstruction or rehabilitation on Interstate highway corridors that could not otherwise be adequately maintained or functionally improved without the collection of tolls. Each of the three facilities must be in a different State. There is no special funding authorized for this program. By law, Interstate maintenance funds may not be used on a facility for which tolls are being collected under this program.

## **Interstate System Construction Toll Pilot Program**

This program authorizes up to three facilities on the Interstate System to toll for the purpose of financing the construction of new Interstate highways. A State or an interstate "compact of States" may submit a single candidate project under this program. Each applicant must demonstrate that financing the construction of the facility with the collection of tolls is the most efficient and economical way to advance the project. The State must agree not to enter into a non-compete agreement with a private party under which the State is prevented from improving or expanding the capacity of public roads in the vicinity of the toll facility to address conditions resulting from traffic diverted to nearby roads from the toll facility. There is no special funding authorized for this program. By law, Interstate maintenance funds may not be used on a facility for which tolls are being collected under this program.

The "At-a-Glance" features of this program are as follows:

- States or Interstate compacts of States are eligible to apply;
- there is no requirement that the facilities be in different States;
- tolling must be the most efficient and economical way to finance the project, but it doesn't have to be the only way;
- a facility management plan must be submitted;
- automatic toll collection is required;



- non-compete agreements are prohibited -- a State may not enter into an agreement with a private entity that prevents the State from improving or expanding capacity of adjacent roads to address conditions resulting from diverted traffic;
- revenues may be used only for debt service, reasonable return on investment of private entity, and operation and maintenance costs; regular audits will be conducted;
- Interstate Maintenance funds may not be used on the facility while it is tolled;
- applications must be received by FHWA before August 10, 2015.

### **Title 23 United States Code (23 U.S.C.) Section 129 Toll Agreements**

Under 23 U.S.C. 129, Federal participation is allowed in the following five types of toll activities.

- Initial construction (except on the Interstate System) of toll highways, bridges, and tunnels, including the approaches to these facilities;
- Reconstructing, resurfacing, restoring, and rehabilitating of any existing toll facility;
- Reconstruction or replacement of free bridges or tunnels and conversion to toll facilities;
- Reconstruction of a free Federal-aid highway (except on the Interstate system) and conversion to a toll facility; and
- Preliminary studies to determine the feasibility of the above toll construction activities.

If Federal-aid funds are used for construction of or improvements to a toll facility or the approach to a toll facility or if a State plans to reconstruct and convert a free highway, bridge or tunnel previously constructed with Federal-aid funds to a toll facility, a toll agreement under Section 129(a)(3) must be executed. There is no limit to the number of agreements that may be executed.

### **Value Pricing Pilot Program**

The Value Pricing Pilot (VPP) program, initially authorized in the Intermodal Surface Transportation Efficiency Act (ISTEA) as the Congestion Pricing Pilot Program, and most recently renewed with the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), encourages implementation and evaluation of value pricing pilot projects to manage congestion on highways through tolling and other pricing mechanisms. This is the only program that provides funding to support studies and implementation aspects of a tolling or pricing project. The program is limited to 15 slots (which FHWA has reserved for "states") of which only one vacancy remains. Each state can have multiple projects.

SAFETEA-LU provides a total of \$59 million for fiscal years (FY) 2005-2009 for the VPP program. \$11 million was authorized for FY 2005 and \$12 million was authorized for each of FYs 2006 through 2009. Of the amounts made available to carry out the program, \$3 million will be set-aside in each of the fiscal years 2006 through 2009 for value pricing projects that do not involve highway tolls. Funds available for the VPP program can be used to support pre-implementation study activities and to pay for implementation costs of value pricing projects.

### ***Program Highlights***

- \$12 million available, with \$3 million set aside for value pricing projects that do not involve highway tolls.
- Value pricing concepts that have become mainstream and have been adopted, as common practice, such as High Occupancy Vehicle (HOV)-to-High Occupancy Toll (HOT) lane conversions, will not be funded. See reverse side for additional details.
- Non Highway Tolls
  - Innovative parking pricing strategies, including (a) surcharges for entering or exiting a parking facility during or near peak periods, and (b) a range of parking cash-out policies, where cash is offered to employees in lieu of subsidized parking, parking operators reimburse monthly patrons for unused parking days, or renters or purchasers in multi-family housing developments are provided direct financial saving for not availing of car parking spaces.
  - Pay-as-you-drive pricing, including car insurance premiums set on a per-mile basis and innovative car ownership, leasing, and usage arrangements that reduce fixed costs and increase variable usage costs.

### ***Project Types/Projects***

- Converting High-Occupancy (HOV) Lanes to High-Occupancy Toll (HOT) Lanes
- Cordon Tolls
- Fair Lanes
- Priced New Lanes
- Pricing on Toll Facilities
- Usage-Based Vehicle Charges
- "Cash-Out" Strategies/Parking Pricing
- Regional Pricing Initiatives
- Truck Only Toll Facilities

For information on all of the above see: [http://www.ops.fhwa.dot.gov/tolling\\_pricing/index.htm](http://www.ops.fhwa.dot.gov/tolling_pricing/index.htm).

### ***References***

- *Congestion Pricing: A Primer* ([HTML](#), [PDF](#) 4.5MB) - Publication Number: FHWA-HOP-07-074
- [Brief Description of Urban Partnerships Program and Congestion Pricing](#)
- [Tool for Rush-hour User Charge Evaluation \(TRUCE\)](#)

## ***Resources***

- [Planning and Decision Making Tools](#)
- [Policies & Legislation](#)
- [Publications and Products](#)
- [Quarterly Program Reports](#)

## Data Explanation

This report contains selected information on toll facilities in the United States that has been provided to FHWA by the States and/or various toll authorities. The information is based on a survey of facilities in operation, financed, or under construction as of January 1, 2009. Differences and inconsistencies from previous editions may be due to corrections of known errors or the introduction of new ones, or a combination of both. Known reported ambiguities of rural/urban and functional system designations are assumed as urban in this report.

Tables T-1 and T-2 include, where known:

- The direction of toll collection.
- The type of electronic toll collection system, if available.
- Whether the facility is part of the National Highway System (NHS).
- Various financial and fee information.

Table T-1 contains information such as the name, financing or operating authority, location and termini, feature crossed, length, and road system for toll roads, bridges, tunnels, and ferries that connect highways.

- Parts 1 and 3 include the Interstate System route numbers for toll facilities located on the Dwight D. Eisenhower National System of Interstate and Defense Highways.
- Parts 2 and 4 include a functional system identification code for non-Interstate System toll bridges, roads, and tunnels.
- Part 5 includes vehicular toll ferries.

Table T-2 contains a list of those projects under serious consideration as toll facilities, awaiting completion of financing arrangements, or proposed as new toll facilities that are being studied for financial and operational feasibility.

Also included are links to tables containing data on receipts and disbursements of toll facilities. These tables are published in the annual *Highway Statistics*:

- Table SF-3B, Receipts of State-Administered Toll Road and Crossing Facilities
- Table SF-4B, Disbursements of State-Administered Toll Road and Crossing Facilities
- Tables LGF-3B, Receipts of Local Toll Facilities
- Tables LGF-4B, Disbursement of Local Toll Facilities

A section containing available names, addresses, and phone numbers of toll authorities is also provided; please note that not all toll authorities are included.

This report is not intended to be a complete reference on toll facilities nor is it intended to duplicate data published by other organizations. Nearly all of the publicly owned toll authorities publish reports that contain information such as width and clearance on bridges, type of structure, road

limits, year built or put in service, traffic volumes, cost, toll rates, etc.

Information on ferries such as seasonal or hourly operating schedules has been included when available. Complete information on schedules and on the number and capacity of boats in operation may be obtained directly from the operating authority.

## ***FACT SHEET***

### **Total Toll Road, Toll Bridge, and Toll Tunnel Length in Operation as of January 1, 2009**

Functional System Code	Functional System	Toll Portions		Non-Toll Portions		Outside US*		Total	
		Miles	Kilo-meters	Miles	Kilo-meters	Miles	Kilo-meters	Miles	Kilo-meters
01	Rural Interstate	2,077.03	3,342.66	0.00	0.00	4.30	6.92	2,081.33	3,349.58
02	Rural Other Principal Arterial	805.42	1,296.20	39.21	63.10	2.78	4.47	847.41	1,363.77
06	Rural Minor Arterial	24.10	38.79	10.92	17.57	0.00	0.00	35.02	56.36
07	Rural Major Collector	6.96	11.20	2.38	3.83	0.00	0.00	9.34	15.03
08	Rural Minor Collector	5.10	8.21	0.00	0.00	0.10	0.16	5.20	8.37
09	Rural Local	27.30	43.94	0.00	0.00	0.00	0.00	27.30	43.94
Subtotal - Rural		2,945.91	4,740.98	52.51	84.51	7.18	11.56	3,005.60	4,837.04
11	Urban Interstate	1,024.48	1,648.74	62.40	100.42	2.50	4.02	1,089.38	1,753.19
12	Urban Other Freeways & Expressways	1,059.65	1,705.34	41.96	67.53	0.50	0.80	1,102.11	1,773.67
14	Urban Other Principal Arterial	150.52	242.24	14.04	22.60	4.23	6.81	168.79	271.64
16	Urban Minor Arterial	41.06	66.08	3.00	4.83	0.10	0.16	44.16	71.07
17	Urban Collector	5.23	8.42	0.00	0.00	0.80	1.29	6.03	9.70
19	Urban Local	11.60	18.67	0.00	0.00	0.87	1.40	12.47	20.07
Subtotal - Urban		2,292.54	3,689.49	121.40	195.37	9.00	14.48	2,422.94	3,899.34
Total Rural & Urban		5,238.45	8,430.47	173.91	279.88	16.18	26.04	5,428.54	8,736.39

### **National Highway System (NHS)**

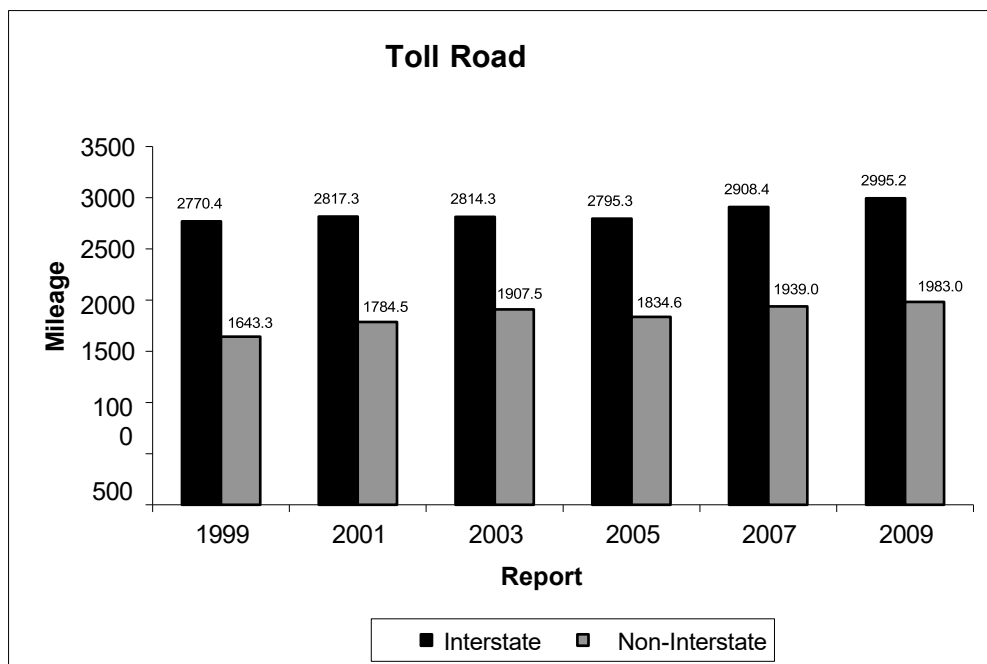
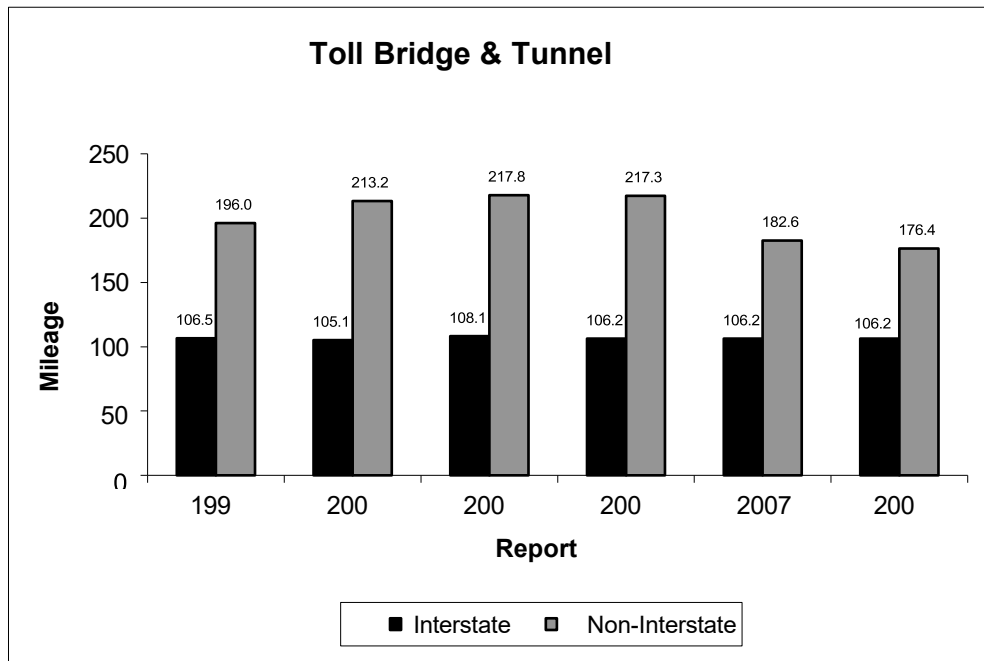
NHS -- Rural	2,869.29	4,617.67	31.41	50.55	2.40	3.86	2,903.10	4,672.09
NHS -- Urban	2,193.00	3,529.29	25.69	41.34	6.01	9.67	2,224.70	3,580.31
Total -- NHS	5,062.29	8,146.97	57.10	91.89	8.41	13.53	5,127.80	8,252.39

\* Length outside the U.S. represents facility miles/kilometers that are physically located outside the U.S. border.

Toll Bridges & Tunnels		
Year	Interstate	Non-Interstate
1999	106.54	196.07
2001	105.14	213.28
2003	108.14	217.89
2005	106.24	217.37
2007	106.24	182.61
2009	106.24	176.42

Toll Road Mileage		
Year	Interstate	Non-Interstate
1999	2770.40	1643.34
2001	2817.30	1784.56
2003	2814.30	1907.53
2005	2795.30	1834.62
2007	2908.46	1939.07
2009	2995.27	1983.03

### Toll Mileage Trends -- 1999 to 2009 (Interstate and Non-Interstate Bridges, Tunnels, and Roads)



**INTERSTATE SYSTEM TOLL BRIDGES AND TUNNELS IN THE UNITED STATES  
(IN OPERATION, UNDER CONSTRUCTION, AND FINANCED AS OF JANUARY 1, 2009)**  
**TABLE 10, PART 1**

State	Name of Facility	Planning or Operating Authority	From	Body of Water Crossing	To	Length, M		Road Class	Interstate Route	Toll Collection		Electronic Toll Collection System? N = No	Bridge/ Tunnel	When Canada Toll	Remarks	Authority Source	Toll Type	Maximum Truck Fee, \$	Minimum Truck Fee, \$	Average Passenger Vehicle Fee per Vehicle, \$	Maximum Truck Fee, \$	Minimum Truck Fee, \$	Average Truck Cost per Vehicle, \$
						Miles	Feet/Inches			One-Way (A to B)	Peak Volume												
California	San Francisco-Oakland Bay	BATA	San Francisco, CA	San Francisco Bay	Oakland, CA	6.10	6.62	Urban	80	W			FAETRANS/Tra 21504	Bridge	Exec toll opened Nov. 2000	Section 129 Toll Agreement	Fixed rate based on axleweight/price based on distance traveled	\$4.00	\$0.00	\$16.30	\$13.00	\$0.00	\$53.44
California 2/	Compton (2 Bridges)	BATA	Compton, CA	Compton Strait	Los Angeles, CA	1.80	2.57	Urban	80	N			FAETRANS/Tra 21504	Bridge	Exec toll opened Jul. 1997	Section 129 Toll Agreement	Fixed rate based on axleweight/price based on distance traveled	\$4.00	\$4.00	\$4.00	\$13.00	\$0.00	\$14.67
California	Marina del Rey	BATA	Marina, CA	Compton Strait	Marina, CA	2.10	3.34	Urban	680	N			FAETRANS/Tra 21504	Bridge	Exec toll opened Oct. 2000	Section 129 Toll Agreement	Fixed rate based on axleweight/price based on distance traveled	\$0.00	\$0.00	\$0.00	\$13.00	\$0.00	\$16.92
California	Richmond-San Rafael	BATA	Richmond, CA	San Francisco Bay	San Rafael, CA	4.76	7.98	Urban	580	W			FAETRANS/Tra 21504	Bridge	Exec toll opened Nov. 2000	Section 129 Toll Agreement	Fixed rate based on axleweight/price based on distance traveled	\$4.00	\$4.00	\$14.10	\$13.00	\$0.00	\$41.37
Delaware - New Jersey	Delaware Memorial	DE River & Bay Authority	New Castle, DE (2.4 MI)	Delaware River	Chesapeake, NJ (1.1 MI)	3.90	5.63	Urban	290	W			E-2Phase	Bridge			Fixed rate based on axleweight/price based on distance traveled						
Florida	Sunshine Skyway Bridge	FL Dept of Transportation	St. Petersburg, FL	Lower Tampa Bay	Tampa, FL	11.14	17.88	Rural/Urban	270		X		SunPass, EPass, CPass, LowKey	Bridge	Approximately 2 miles rural		Fixed rate based on axleweight/price based on distance traveled	\$2.00	\$2.40	\$1.21	\$20.00	\$4.00	\$5.53
Maryland	Baltimore Harbor (2 Tubes)	MD Trans Authority	East Baltimore, MD	Patuxent River	Edridge, MD	18.00	28.97	Urban	690		X			Tunnel	ETC opened April 1999; "Source of Toll Authority" was a special act of Congress		Fixed rate based on axleweight/price based on distance traveled	\$2.00	\$2.40	\$1.41	\$20.00	\$4.00	\$6.85
Maryland	Fort Monmouth (2 Tubes)	MD Trans Authority	Baltimore, MD	Patuxent River	Baltimore, MD	1.50	2.41	Urban	90		X			Tunnel	ETC opened April 1999	Section 129 Toll Agreement	Fixed rate based on axleweight/price based on distance traveled	\$2.00	\$2.40	\$1.41	\$20.00	\$4.00	\$6.85
Maryland	Mtford Tyeing Bridge	MD Trans Authority	MD 10, 100	Susquehanna River	MD 222	4.30	6.92	Rural	30	N			E-2Phase	Bridge	ETC installed opening 2000; "Source of Toll Authority" was an act of Congress		Fixed rate based on axleweight/price based on distance traveled	\$0.00	\$0.00	\$4.00	\$20.00	\$10.00	\$17.63
Massachusetts	Sea View/Tyngs Tunnel	Massachusetts Turnpike Authority	South Boston	Boston Harbor	East Boston	1.40	2.07	Urban	40	W			Fast Lane/E-2Phase	Tunnel	Opened to general traffic Jan. 2000		Fixed rate based on axleweight/price based on distance traveled	\$0.00	\$0.00	\$4.00	\$20.00	\$10.00	\$17.63
Michigan	Macdonac Bridge	Macdonac Bridge Authority	Macdonac City, MI	Macdonac Straits	St. Ignace, MI	4.40	7.28	Rural	70		X		BBQ/Tra (see comments on accounts only)	Bridge			Fixed rate based on axleweight/price based on distance traveled						
Michigan - Ontario, Canada	South Isle Marie	International Bridge Auth of MI	South Marie, MI (3.3 MI)	St. Mary's River	South Marie, ON (1.1 MI)	1.30	3.14	Urban	70		X			Bridge	Magnetic cards for commuter & commercial		Fixed rate based on axleweight/price based on distance traveled						
Michigan - Ontario, Canada	Blue Water Bridge	MI Dept of Trans	Port Huron, MI (0.7 MI)	St. Clair River	Port Edward, ON (0.8 MI)	1.50	2.41	Urban	90		X	X		Bridge			Fixed rate based on axleweight/price based on distance traveled						
Michigan - Ontario, Canada	New Blue Water Bridge	MI Dept of Trans	Port Huron, MI (0.7 MI)	St. Clair River	Port Edward, ON	1.24	2.00	Urban	90	E		X		Bridge			Fixed rate based on axleweight/price based on distance traveled						
New Jersey - New York	George Washington	Port Authority of NY & NJ	FL Lee, NJ (1.18 MI)	Hudson River	Monticello, NY (0.7 MI)	1.80	3.03	Urban	90	E			E-2Phase	Bridge	Max and Min truck fees are per axle		Fixed variable rate based on time of day	\$0.00	\$1.00	\$1.20	\$0.00	\$3.00	\$5.34
New Jersey - New York	Goethals	Port Authority of NY & NJ	Elizabeth, NJ (1.1 MI)	Arthur Kill	Horseshoe Neck, NY (1.1 MI)	2.20	3.54	Urban	270	E			E-2Phase	Bridge	Max and Min truck fees are per axle		Fixed variable rate based on time of day	\$0.00	\$1.00	\$1.01	\$0.00	\$3.00	\$4.67
New Jersey - New York	Holland (2 Tubes)	Port Authority of NY & NJ	Jersey City, NJ (1.18 MI)	Hudson River	New York, NY (0.1 MI)	1.40	2.34	Urban	70	E			E-2Phase	Tunnel	Trucks prohibited		Fixed variable rate based on time of day	\$0.00	\$1.00	\$1.01	\$0.00	\$3.00	\$4.67
New Jersey - Pennsylvania	17th Toll Bridge	DE River Joint Toll Bridge Com	Philadelphia, PA (1.18 MI)	Delaware River	Williams Township, PA	6.30	10.14	Urban	70	W			E-2Phase	Bridge			Fixed variable rate based on time of day	\$0.00	\$1.00	\$1.01	\$0.00	\$3.00	\$4.67
New Jersey - Pennsylvania	Delaware Water Gap	DE River Joint Toll Bridge Com	Philadelphia, NJ (0.3 MI)	Delaware River	Delaware Water Gap, PA (0.4 MI)	0.90	1.40	Rural	80	W			E-2Phase	Bridge			Fixed rate based on axleweight/price based on distance traveled						
New Jersey - Pennsylvania	Ben Franklin	DE River Port Authority	Camden, NJ (0.30 MI)	Delaware River	Philadelphia, PA (0.4 MI)	1.30	2.10	Urban	670	W			E-2Phase	Bridge			Fixed rate based on axleweight/price based on distance traveled						
New Jersey - Pennsylvania	Edith Whitman	DE River Port Authority	Clowesville, NJ (1.13 MI)	Delaware River	Philadelphia, PA (2.0 MI)	4.03	6.49	Urban	70	W			E-2Phase	Bridge			Fixed rate based on axleweight/price based on distance traveled						
New Jersey - Pennsylvania	NJ and PA Turnpike	NJ & PA Turnpike Authority	NJ Turnpike (0.5 MI)	Delaware River	PA Turnpike (0.5 MI)	1.20	1.93	Urban	270		X	X		Bridge			Fixed rate based on axleweight/price based on distance traveled						
New York	South Channel Island	NY State Thruway Authority	Grand Island, NY	Niagara River	Buffalo, NY	1.20	1.90	Urban	190	N			E-2Phase	Bridge	Passenger commuter plans - commuter \$0.20, resident plans \$0.09		Fixed rate based on axleweight/price based on distance traveled	\$1.10	\$0.00	\$0.01	\$4.20	\$1.40	\$2.37
New York	South Channel Island	NY State Thruway Authority	Niagara Falls, NY	Niagara River	Grand Island, NY	1.20	1.90	Urban	190	N			E-2Phase	Bridge	Passenger commuter plans - Commuter \$0.20, Resident \$0.09		Fixed rate based on axleweight/price based on distance traveled	\$1.10	\$0.00	\$0.01	\$4.20	\$1.40	\$2.37
New York	Tappan Zee	NY State Thruway Authority	Niagara, NY	Hudson River	Tarrytown, NY	3.70	5.90	Urban	87	N			E-2Phase	Bridge			Fixed rate based on axleweight/price based on distance traveled	\$11.25	\$0.00	\$1.12	\$40.00	\$0.10	\$14.67
New York	Newburgh-Bacon	NY State Bridge Authority	Newburgh, NY	Hudson River	Bacon, NY	2.70	4.35	Urban	84	E			E-2Phase	Bridge	Tolls collected in one direction. For avg cost per vehicle rate the # of tolls paid is doubled. Min passenger toll has calculated at car pool discount rate. Min truck toll calculated at 4 axles, 40,000 lbs, 80% BPS		Fixed rate based on axleweight/price based on distance traveled	\$1.00	\$0.35	\$0.16	\$3.00	\$2.35	\$1.66
New York	Tidborough	Tidborough Bridge & Tunnel Authority	Bronx, NY	East River	Queens, NY	2.70	4.35	Urban	270		X		E-2Phase	Bridge	Avg cost per vehicle rate is combined for passenger vehicles and trucks.		Fixed rate based on axleweight/price based on distance traveled	\$4.00	\$4.00	\$1.00	\$24.00	\$7.20	
New York	Bronx-Whitestone	Tidborough Bridge & Tunnel Authority	Bronx, NY	East River	Queens, NY	1.50	3.00	Urban	670		X		E-2Phase	Bridge	Avg cost per vehicle rate is combined for passenger vehicles and trucks.		Fixed rate based on axleweight/price based on distance traveled	\$4.00	\$4.00	\$2.40	\$24.00	\$7.20	
New York	Throgs Neck	Tidborough Bridge & Tunnel Authority	Bronx, NY	East River	Queens, NY	2.80	4.18	Urban	290		X		E-2Phase	Bridge	Avg cost per vehicle rate is combined for passenger vehicles and trucks.		Fixed rate based on axleweight/price based on distance traveled	\$4.00	\$4.00	\$1.00	\$24.00	\$7.20	
New York	Manhattan-Roosevelt	Tidborough Bridge & Tunnel Authority	Staten Island, NY	The Narrows	Brooklyn, NY	2.40	3.80	Urban	270	W			E-2Phase	Bridge	Avg cost per vehicle rate is combined for passenger vehicles and trucks.		Fixed rate based on axleweight/price based on distance traveled	\$0.00	\$4.00	\$1.60	\$100.00	\$14.40	
New York	Queens Midtown (2 Tubes)	Tidborough Bridge & Tunnel Authority	New York, NY	East River	New York, NY	2.40	4.18	Urban	490		X		E-2Phase	Tunnel	Avg cost per vehicle rate is combined for passenger vehicles and trucks.		Fixed rate based on axleweight/price based on distance traveled	\$4.00	\$4.00	\$1.00	\$24.00	\$7.20	
New York	Brooklyn-Battery	Tidborough Bridge & Tunnel Authority	New York, NY	East River	New York, NY	2.10	3.38	Urban	470		X		E-2Phase	Tunnel	Avg cost per vehicle rate is combined for passenger vehicles and trucks.		Fixed rate based on axleweight/price based on distance traveled	\$4.00	\$4.00	\$1.00	\$24.00	\$7.20	
New York - Ontario, Canada	Thousand Islands	Thousand Islands Bridge Authority	Colborne Landing, NY (0.9 MI)	St. Lawrence River	Bay Lake, ON (0.3 MI)	0.20	0.37	Rural	87		X	X		Bridge			Fixed rate based on axleweight/price based on distance traveled	\$2.00	\$2.00	\$0.20	\$13.00	\$2.00	\$1.10
New York - Ontario, Canada	Lewiston-Queenston	Niagara Falls Bridge Com	Lewiston, NY (0.9 MI)	Niagara River	Queenston, ON (0.9 MI)	1.40	2.37	Urban	190		X		NEGLUS Toll Program	Bridge			Fixed rate based on axleweight/price based on distance traveled	\$3.00	\$3.00	\$0.00	\$20.00	\$3.00	\$28.00

1/ The length of structures includes approaches and connecting links which were financed as an integral part of the toll project. The length of toll bridges includes approach sections which may be used toll free by local residents. The length of such sections is identified as "non-toll" in the remarks column.

2/ Excludes toll transactions that require emergency (i.e., cash, ticket, or token payment).

3/ The FHWA Office of Program Administration has no record of the Section 129 Toll Agreement.





INTERSTATE SYSTEM TOLL ROADS IN THE UNITED STATES  
(IN OPERATION, UNDER CONSTRUCTION, AND FINANCED AS OF JANUARY 1, 2005)  
TABLE T-1 PART 2[illegible]

1/ The length of roads includes approaches and connecting links which were financed as an integral part of the toll project. The length of toll roads includes sections which may be used toll-free by local residents. The length of such sections is identified in the "non-toll" column.  
2/ Excludes toll transactions that require stopping (i.e. cash, ticket, or token payment).  
3/ Rural/urban split estimated by FHWA.  
4/ Facilities added by the FHWA Office of Operations; not submitted/updated by the States.

NON-INTERSTATE SYSTEM TOLL ROADS IN THE UNITED STATES  
(IN OPERATION, UNDER CONSTRUCTION, AND FINANCED AS OF JANUARY 1, 2009)  
TABLE T-1, PART 4

[illegible]

1/ The length of structures includes approaches and connecting links which were financed as an integral part of the toll project. The length of toll bridge includes approach sections which may be used toll free by local residents. The length of such sections is identified in the "non-toll" column.

2/ Rural Functional Class Codes: 02 - Principal Arterial, 06 - Minor Arterial, 07 - Major Collector, 08 - Minor Collector, 09 - Local.

Urban Functional Class Codes: 12 - Other Freeways & Expressways, 14 - Other Principal Arterial, 16 - Minor Arterial, 17 - Collector, 19 - Local.

3/ If facility is not entirely on the National Highway System (NHS), the length breakdown is in the Remarks column.

4/ Excludes toll transactions that require stopping (i.e., cash, ticket, or token payment).

5/ The FHWA Office of Program Administration has no record of the Section 129 Toll Agreement.

VEHICULAR TOLL FERRIES IN THE UNITED STATES  
(IN OPERATION, UNDER CONSTRUCTION, AND FINANCED AS OF JANUARY 1, 2009)  
TABLE T-1. PART B

[illegible]

Wisconsin	Burling	Shoreline Island Ferries, Inc	Burling, WI	Lake Superior	La Pointe, WI			X	X	Private							
Virgin Islands	Ferry Services - St. John	Private/Donor	St. Thomas	St. John School	St. John			X	X	Private							

1: Excludes ferries providing exclusive service for passengers or freight as opposed to vehicles.

## Partial Listing of Toll Facilities (Names, Addresses, Phone Numbers, Internet)

### Alabama

Alinda Roads, LLC  
Detroit Michigan  
CEO: Mr. Gordon Jarvis  
AL Manager:  
United Toll Systems  
55 Emerald Mountain Pkwy.  
Wetumpka, AL 36093  
Tel: 334-567-2001  
Mr. Mac Roberts

Von Bergan Ltd  
400 West Ramano Street  
Pensacola, FL 32501  
Tel: 850-434-7345

Baldwin County Bridge Co.  
P.O. Box 129  
Greenville, AL 36037  
Tel: 334-382-3373

Hornblower Marine Services, Inc.  
Corporate Office  
115 East Market Street  
New Albany, IN 47150  
Tel: 812-941-9990  
AL Contact: Mobile Ferry  
Company  
918B Bienville Blvd.  
Dauphine Island, AL 36528  
Tel: 251-861-3000  
Gen. Manager: Mr. Neil Shanahan

### Alaska

Inter-Island Ferry Authority  
P.O. Box 495  
Craig, AK 99921  
Tel: 907-826-4848

Alaska Dept of Trans & Pub Fac  
Alaska Marine Highway- operation  
7559 North Tongas Highway  
Ketchikan, AK 99901  
Tel: 907-228-7255

Whittier Tunnel  
Alaska Dept of Trans & Pub Fac  
Office of the Commissioner  
3132 Channel Drive

Juneau, AK 99801-7898  
Tel: 907-465-3900

Ketchikan Gateway Borough  
Ketchikan International Airport  
1000 Airport Terminal  
Ketchikan, AK 99901  
Tel: 907-225-6800

### California

Golden Gate Bridge Highway  
& Transportation District  
Box 9000, Presidio Station  
San Francisco, CA 94129-0601  
Tel: 415-921-5858

California Trans Commission  
1120 N Street MS-52  
Sacramento, CA 95814  
Tel: 916-653-2134

Routes 125 & 91  
Div. of Budgets/Innovative Finance  
California Dept of Trans  
1120 N St., Suite 3500, MS-24  
Sacramento, CA 95814  
Tel: 916-651-9539

San Joaquin Hills, Foothill &  
Eastern Trans Corridors  
Trans Corridor Agencies  
P.O. Box 53770  
Irvine, CA 92619-3770  
Tel: 949-754-3400

SFOBB, Benecia, Carquinez,  
Dumbarton, RSR, San Mateo &  
Antioch Bridges  
Bay Area Transportation Authority  
(BATA)  
101 8<sup>th</sup> St.  
Oakland, CA 94607  
Tel: 510-817-5700

I-15 Express lanes  
San Diego Association of Gov.  
401 B St., Suite 800  
San Diego, CA 92101-4231  
Tel: 619-699-1907

### Colorado

Colorado Tolling Enterprise  
Peggy Catlin, Enterprise Director  
Colorado Dept. of Transportation  
4201 E. Arkansas Ave. Rm 262  
Denver, CO 80222  
Tel: 303-757-9208  
Fax: 303-757-9656  
<http://www.dot.state.co.us/cte/>

E-470 Public Highway Authority  
Edward J. DeLozier, Executive  
Director  
22470 E. 6<sup>th</sup> Parkway  
Suite 100  
Aurora, CO 80018  
Tel: 303-537-3741  
Fax: 303-537-3472  
<http://e-470.com>

Northwest Parkway Public Highway  
Authority  
Stephen D. Hogan, Executive  
Director  
3701 Northwest Parkway  
Broomfield, CO 80020  
Tel: 303-533-1200  
Fax: 303-404-3049  
<http://www.northwestparkway.org>

### Connecticut

#### Ferry Services

Rocky Hill – Glastonbury  
<http://www.ct.gov/dot/cwp/view.asp?a=1380&Q=259738&dotPNavCtr=%7C40046%7C>

Chester – Hadlyme  
<http://www.ct.gov/dot/cwp/view.asp?a=1380&Q=259724&dotPNavCtr=%7C40046%7C>

New London – Orient Pt.  
<http://www.longislandferry.com/>

New London – Fishers Is.  
<http://www.fiferry.com/>

Bridgeport – Port Jefferson

<http://www.bpjferry.com>

New London – Block Is.

<http://www.blockislandferry.com/>

## **Delaware**

JFK Memorial Hwy  
SR-1

P.J. Wilkins

Toll Operations Manager

Division of Hwy Operations

Delaware Dept of Transportation

P.O. Box 778

Dover, DE 19903

Tel: 302-631-4001

E-Mail: [PJWilkins@state.de.us](mailto:PJWilkins@state.de.us)

Delaware Memorial Bridge

Cape May-Lewes Ferry

James T. Johnson Jr., P.E.

Executive Director

Delaware River and Bay Authority

P.O. Box 71

New Castle, DE 19720

Tel: 302-571-6301

Fax: 302-571-6305

E-Mail: [JamesJohnson@drba.net](mailto:JamesJohnson@drba.net)

<http://drba.net>

## **Florida**

Miami-Dade County Expway Auth

3790 Northwest 21st Street

Miami, FL 33142

Tel: 305-637-3277

Mid Bay Bridge Authority

P.O. Box 5037

Niceville, FL 32578-5037

Tel: 850-897-1428

Orlando-Orange Co. Expway Auth

525 South Magnolia Avenue

Orlando, FL 32801

Tel: 407-316-3800

Tampa-Hillsborough Co Expway  
Auth

412 East Madison St - Suite 802

Tampa, FL 33602

Tel: 813-272-6740

Director of Toll Operations

Ofc of Toll Operations-Tallahassee

Florida Dept of Transportation

920 East Lafayette Street

Tallahassee, FL 32301

Tel: 850-488-5687

Executive Director

Florida Turnpike Enterprise

Florida Dept of Transportation

MP 263, Bldg. 5315

Ocoee, FL 34761

Tel: 407-532-3999

## **Georgia**

Georgia State Road & Tollway

Authority

7 Piedmont Center

3525 Piedmont Rd.

Suite 210

Atlanta, GA 30305

Tel: 404-760-5889

## **Indiana**

New Harmony Bridge

James Clark, Chairman

Carmi, IL 62821

Tel: 618-265-3462

Michael "Spud" Egbert, Secretary-

Treasurer

Carmi, IL 62821

Tel: 618-382-5771

Dr. David Rice, Vice Chairman

New Harmony, IN 47631

Tel: 812-682-4550

Indiana East-West Toll Rd (I-90)

52551 Ash Road; P.O. Box 1

Granger, IN 46530-0001

Tel: 574-674-8836

Wabash Memorial Bridge

(SR 62 over Wabash River west of Mt.

Vernon, IN at the IN-IL State line)

Indiana Trans Finance Auth

One North Capitol Ave-Rm 320

Indianapolis, IN 46204

Tel: 317-233-6322

## **Kansas**

President/CEO

9401 East Kellogg

Wichita, KS 67207-1804

Tel: 316-682-4537

Fax: 316-682-1201

E-Mail: [kta@ksturnpike.com](mailto:kta@ksturnpike.com)

<http://ksturnpike.com>

## **Kentucky**

Kentucky Transportation Cabinet

Division of Toll Facilities

200 Mero Street W4-26-02

Frankfort, KY 40622

Tel: 502-564-4628

## **Louisiana**

Greater New Orleans Exp Com

P.O. Box 7656

Metairie, LA 70010

Tel: 504-835-3118

Crescent City Connection Div

Bridge & Marine Administrator

P.O. Box 6297

New Orleans, LA 70174-6297

Tel: 504-364-8100

Sunshine Bridge Operations

P.O. Box 1566

Donaldsonville, LA 70346-1566

Tel: 225-274-2002

Structures &

Facilities Maintenance Engr. Mgr.

P.O. Box 94245

Baton Rouge, LA 70804-9245

Tel: 225-379-1552

## **Maine**

Maine Turnpike Authority

430 Riverside Street

Portland, ME 04103

Tel: 207-871-7771

<http://www.maineturnpike.com>

Maine DOT, Office of Passenger

Transportation

16 State House Station

Augusta, ME 04333-0016

Tel: 207-624-3250

[http://www.maine.gov/mdot/index.p  
hp](http://www.maine.gov/mdot/index.php)

Casco Bay Island Transit District,

Casco Bay Lines

P.O. Box 4656

Portland, ME 04112-4645

Tel: 207-774-7871

<http://www.cascobaylines.com/>

Prince of Fundy Tours, Scotia

Princes Cruises  
468 Commercial Street  
Portland, ME 04101  
Tel: 1-800-845-4073  
<http://www.scotiaprince.com/index.php>

Bay Ferries, The Cat  
121 Eden Street  
Bar Harbor, ME 04609  
Tel: 207-288-3395  
<http://www.nfl-bay.com/>

## Massachusetts

Massachusetts Turnpike Auth  
10 Park Plaza  
Boston, MA 02116  
Tel: 1-877-MASSPIKE  
[www.masspike.com](http://www.masspike.com)  
E-Mail: [info@massturnpike.com](mailto:info@massturnpike.com)

Massachusetts Port Auth  
1 Harborside Drive Suite 200S  
East Boston, MA 02128-2909  
Tel: 617-428-2800  
[www.massport.com](http://www.massport.com)

Massachusetts Steamship Auth  
Woods Hole, MA 02543  
Tel: 508-548-5011  
[www.steamshipauthority.com](http://www.steamshipauthority.com)  
<http://web1.steamshipauthority.com/ssa/>

## Michigan

Morris Hall, Operations Manager  
Blue Water Bridge Authority  
1410 Elmwood Street  
Port Huron, MI 48060  
Tel: 810-984-3131

General Manager  
Detroit Internat'l Bridge Auth  
(Ambassador Bridge)  
P.O. Box 32666  
Detroit, MI 48232  
Tel: 313-965-1184

Chief Financial Officer  
International Bridge Authority  
P.O. Box 317  
Sault Ste. Marie, MI 49783  
Tel: 906-635-5255

President

Detroit-Canada Tunnel Corp  
100 East Jefferson  
Detroit, MI 48226  
Tel: 313-567-4422

President  
Grosse Isle Bridge Authority  
P.O. Box 24  
Grosse Isle, MI 48138  
Tel: 734-675-0511

Bob Sweeney, Mackinac Brdg Auth  
333 I-75  
St. Ignace, MI 49781  
Tel: 906-643-7600

Beaver Island Boat Company  
103 Bridge Park Drive  
Charlevoix, MI 49720  
Tel: 231-547-2311

Champion's Auto Ferry  
3647 Pte. Tremble Road  
Algonac, MI 48001  
Tel: 810-748-3757

Blue Water Ferry Ltd.  
P.O. Box 72  
Sombra, Ontario NOP 2BO  
Tel: 519-892-3879

County Clerk  
Charleviox County Trans Auth  
c/o County Clerk, County Building  
Charlevoix, MI 49720  
Tel: 231-547-7200

Detroit Windsor Truck Ferry  
6975 West Jefferson, P.O. Box 09033  
Detroit, MI 48209  
Tel: 313-842-2088

Corporate Secretary  
Lake Michigan Carferry Serv, Inc.  
P.O. Box 708  
Ludington, MI 49431-0279  
Tel: 231-845-5555

Walpole-Algonac Ferry Co. Ltd.  
4258 St. Claire Parkway  
Port Lambton, Ontario NOP 2BO  
Tel: 519-677-5781

Chuck Moser, Eastern Upper  
Peninsula Trans Authority  
4001 I-75 Business Spur  
Sault Ste. Marie, MI 49783

Tel: 906-632-2898

Plaunt Transportation Company  
P.O. Box 2  
Cheboygan, MI 49721-0002  
Tel: 231-627-2354

## Minnesota

Gary Neumann  
International Falls, MN 56649  
Tel: 218-285-5690

Kip Moore  
The Bridge Company  
403 Center Avenue Suite 404  
Moorhead, MN 56560  
Tel: 218-233-3386  
E-Mail: [moorekipper@aol.com](mailto:moorekipper@aol.com)

## Nebraska

Bellevue Bridge Commission  
P.O. Box 133  
Bellevue, NE 68005

Burt County Bridge Commission  
P.O. Box 92  
Decatur, NE 68020

Plattsmouth Bridge Company  
P.O. Box 340  
Tel: 402-296-2194

## New Hampshire

New Hampshire Dept. of Trans.  
Bureau of Turnpikes  
P.O. Box 2950  
Concord, NH 03302-2950  
Tel: 603-485-3806  
Fax: 603-485-2107

## New Jersey

New Jersey Turnpike Authority  
P.O. Box 1121  
New Brunswick, NJ 08903  
Tel: 732-247-0900

Palisades Interstate Park  
Commission  
Administration Building  
Bear Mountain, NY 10911  
Tel: 914-786-2701



Port Authority of NY & NJ  
One World Trade Center  
New York, NY 10048  
Tel: 212-564-8484

South Jersey Port Corp  
500 Broadway  
Camden, NJ 08104  
Tel: 856-757-4969

South Jersey Transportation  
Authority  
Farley Service Plaza  
P.O. Box 351  
Hammonton, NJ 08037  
Tel: 609-965-6060

TRANSCOM  
Newport Financial Center  
111 Pavonia Avenue  
Jersey City, NJ 07310  
Tel: 201-963-4033

Burlington County Bridge  
Commission  
Bridge Plaza  
1300 Route 73 North  
Palmyra, NJ 08065  
Tel: 856-829-1900

Cape May County Bridge  
Commission  
Crest Haven Road  
Cape May Court House, NJ 08210  
Tel: 609-465-7806

Delaware River and Bay Auth  
P.O. Box 71  
New Castle, DE 19720  
Tel: 302-571-6303

Delaware River Joint Toll Bridge  
Commission  
Administration Building  
P.O. Box 88  
Morrisville, PA 19067  
Tel: 215-295-5061

Delaware River Port Authority  
One Port Center  
2 Riverside Drive  
P.O. Box 1949  
Camden, NJ 08101  
Tel: 856-968-2000

New Jersey Highway Authority  
Garden State Parkway  
Woodbridge, NJ 07095  
Tel: 732-442-8600

## **New York**

Metropolitan Trans. Auth.  
347 Madison Ave.  
New York, NY 10017  
Tel: 212-983-3391

New York State Bridge  
Auth.  
P.O. Box 1010  
Highland, NY 12528  
Tel: 845-691-7245

New York State Thruway  
Auth.  
Administrative HQ  
200 Southern Blvd.,  
P.O. Box 189  
Albany, NY 12201-0189  
Tel: 518-436-2700

Niagara Falls Bridge Comm.  
Main P.O. Box 1031  
Niagara Falls, NY 14302  
Tel: 716-285-6322

Ogdensburg Bridge & Port  
Auth.  
1 Bridge Plaza  
Ogdensburg, NY 13669  
Tel: 315-393-4080

Olympic Regional Development  
Auth.  
Olympic Center  
218 Main St.  
Lake Placid, NY 12946  
Tel: 518-523-1655

Palisades Interstate Park Comm.  
Administration Bldg.  
Bear Mountain State Park  
Bear Mountain, NY 10911-0427  
Tel: 845-786-2701

Port Authority of NY & NJ  
76 West #1 World Trade Center  
New York, NY 10048  
Tel: 212-435-7000

Seaway Intern'l. Bridge Corp.  
P.O. Box 836  
Cornwall, ON K6H 5T7  
Canada  
Tel: 613-932-6601

Thousand Is. Bridge Auth.  
P.O. Box 10, Lansdowne  
Ontario, Canada K0E 1L0  
Main Office:  
43530 Interstate 81  
P.O. Box 428, Collins Landing  
Alexandria Bay, NY 13607  
Tel: 315-482-2501

Triborough Bridge and Tunnel  
Auth.  
10 Columbus Circle, 18<sup>th</sup> Floor  
New York, NY 10019  
Tel: 212-360-3000

Shelter Island Property Owners  
Corp  
P.O. Box 589  
Shelter Island Heights, NY 11965-  
0589

## **North Carolina**

Mike Stanley, P.E.  
Program Development Staff  
Engineer  
NCDOT  
1542 Mail Service Center  
Raleigh, NC 27699-1542  
Tel: 919-733-2031

Director, Ferry Division  
North Carolina Depart of Trans  
113 Arendell Street - Room 120  
Morehead City, NC 28557  
Tel: 252-726-1380

North Carolina Turnpike Authority  
1578 Mail Service Center  
Raleigh, NC 27699-1578  
Tel: 919-571-3000

## **North Dakota**

The Bridge Company  
403 Center Ave. Suite 404  
Moorhead, MN 56560  
Tel: 218-233-3386  
Fax: 218-236-8736

E-Mail: moorekipper@aol.com

## Ohio

The Ohio Turnpike Commission  
682 Prospect Street  
Berea, OH 44017  
Tel: 440-234-2081  
Fax: 440-234-4618

## Oklahoma

Phil Tomlinson, Director  
David Machamer, Toll Operations  
Director  
Oklahoma Transportation Authority  
P.O. Box 11357  
Oklahoma City, OK 73136-0357  
Tel: 405-425-3600  
Fax: 405-427-8246

Director  
David Machamer, Toll Opr Dir  
Oklahoma Turnpike Authority  
P.O. Box 11357  
Oklahoma City, OK 73136-0357  
Tel: 405-425-3600  
Fax: 405-427-8246

## Oregon

Hood River Bridge  
Port of Hood River  
P.O. Box 239  
1000 E. Port Marina Drive  
Hood River, OR 97031  
Tel: 541-386-1645  
<http://portofhoodriver.com/bridge/index.php>

Wheatland & Buena Vista Ferries  
Marion County Dept. of Pub Wks  
5155 Silverton Rd. NE  
Salem, OR 97305-3802  
Tel: 503-588-5304  
<http://co.marion.or.us/PW/Operations/wheatland/htm>

<http://co.marion.or.us/PW/Operations/buenavista/htm>

Canby Ferry  
Clackamas County Dept of Trans  
9101 SE Sunnybrook Blvd  
Clackamas, OR 97015  
Tel: 503-353-4400

<http://www.clackamas.us/transportation/transit/ferry/htm>

Bridge of the Gods  
Port of Cascade Locks  
P.O. Box 307  
Cascade Locks, OR 97014  
Tel: 541-374-8619  
<http://www.portofcascadelocks.org/bridge.htm>

## Pennsylvania

Pennsylvania Turnpike Commission  
P.O. Box 67676  
Harrisburg, PA 17106-7676  
Tel: 717-939-9551

Millersburg Ferry Boat Association  
P.O. Box 93  
Millersburg, PA 17061  
Tel: 717-692-2442

## Puerto Rico

Puerto Rico Hwy. & Trans. Auth.  
P.O. Box 42007  
San Juan, PR 00940-2007  
Eng. Jack Allison, Exec. Dir.  
Tel: 787-721-8787 ext. 1024

Autopistas de Puerto Rico y  
Compania, S.E. {Pineiro Toll Brgd  
– PR-17}  
P.O. Box 2780  
Carolina, PR 00984-2780  
Mr. Rafael B. Acosta,  
General Manager  
Tel: 787-767-9191

## Rhode Island

Rhode Island Turnpike & Bridge  
Authority  
P.O. Box 437  
Jamestown, RI 02835  
Tel: 401-423-0800

## South Carolina

Morgan F. Denny,  
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Administration  
SCDOT  
955 Park St.  
P.O. Box 191  
Columbia, SC 29072  
Tel: 803-737-1240

Fax: 803-737-2014

Marge Dorey  
Prog. Manager, Toll Oper. Center  
SCDOT  
955 Park St.  
P.O. Box 191  
Columbia, SC 29072  
Tel: 803-737-0479  
Fax: 803-737-4831

Southern Connector  
Peter Femia  
Exec. V.P./Gen. Mngr.  
Connector 2000 Assoc.  
P.O. Box 408  
Piedmont, SC 29673  
Tel: 864-527-2150/  
1-866-PAL-PASS  
Fax: 864-527-2176

## Tennessee

Cumberland City Ferry  
Two Rivers Excursions, Inc.  
134 Hickory Grove Road  
Clarksville, TN 37041  
Tel: 931-827-2322

## Texas

President/Owner  
B & P Bridge Co. Of Weslaco  
P.O. Box 130  
Progreso, TX 78579  
Tel: 956-565-6361  
Fax: 956-565-6362

President/Chief Operating Officer  
Brownsville & Matamoros Brgd Co.  
P.O. Box 191  
Brownsville, TX 78522-0191  
Tel: 956-542-8558  
Fax: 956-548-2426

International Bridge System Dir  
Cameron County  
P.O. Box 109  
Brownsville, TX 78520-0109  
Tel: 956-574-8771  
Fax: 956-574-8778

Bridge Supervisor  
City of Del Rio  
P.O. Box 4239  
Del Rio, TX 78841-4239  
Tel: 830-774-8561

Fax: 830-774-2192

City Manager, City of Donna  
307 South 12th Street  
Donna, TX 78537  
Tel: 956-464-3314  
Fax: 956-464-9923

Eagle Pass Bridge System Mngr  
Eagle Pass Bridge System  
100 S. Monroe St.  
Eagle Pass, TX 78852  
Tel: 830-773-2622

Bridge Superintendent  
City of El Paso  
791 S. Zaragoza Road  
El Paso, TX 79907  
Tel: 915-858-4172  
Fax: 915-860-9932

Bridge Director  
City of Laredo  
201 Santa Ursula  
Laredo, TX 78040  
Tel: 956-791-2200  
Fax: 956-729-2061

Bridge Director  
City of McAllen  
P.O. Box 399  
Hidalgo, TX 78557  
Tel: 956-843-2471  
Fax: 956-843-9501

City Manager  
City of Mission  
900 Doherty Avenue  
Mission, TX 78572  
Tel: 956-580-8662  
Fax: 956-580-8669

Bridge Director  
City of Pharr  
9900 South Cage Street  
Pharr, TX 78577  
Tel: 956-781-1361  
Fax: 956-781-1473

El Paso County  
County Courthouse Rd & Bridge  
500 East San Antonio - #407  
El Paso, TX 79901  
Tel: 915-546-2015  
Fax: 915-546-8194

Galveston Co Rd; District #1

722 Moody  
Galveston, TX 77550  
Tel: 409-770-5381  
Fax: 409-770-5338

Harris County Toll Road Authority  
330 Meadowfern - Suite 200  
Houston, TX 77067  
Tel: 281-875-1400, ext. 456  
Fax: 281-875-6941

Maverick County  
International Bridge Coordinator  
500 Quarry St. Suite 3  
Eagle Pass, TX 78852  
Tel: 830-773-3824  
Fax: 830-773-6450

North Texas Tollway Auth (NTTA)  
5900 W. Plano Parkway  
Plano, TX 75093  
Tel: 214-461-2000  
Fax: 214-528-4826

Port Director/CEO  
Brownsville Navigation District  
1000 Foust Road  
Brownsville, TX 78521  
Tel: 956-831-4592  
Fax: 956-831-5006

Reyna Estate  
1100 Commerce - #13C30  
Dallas, TX 75242  
Tel: 214-753-2470  
Fax: 214-753-2469

Manager  
Starr Co Internat'l Bridge System  
P.O. Box 941  
Roma, TX 78584  
Tel: 956-849-1211  
Fax: 956-849-4308

President  
Starr-Camargo Bridge Co.  
P.O. Box 156  
Rio Grande City, TX 78582  
Tel: 956-487-5606  
Fax: 956-487-4678

Director of Field Operations  
TxDOT - Bridge Division  
125 East 11th Street  
Austin, TX 78701  
Tel: 512-416-2250  
Fax: 512-416-2105

Consortium of La Linda  
(Colinda)  
P.O. Box 183  
Marathon, TX 79842  
Tel: 432-386-4336

Director, TTA  
TxDOT  
125 E. 11<sup>th</sup> St.  
Austin, TX 78701  
Tel: 512-936-0908

Central Texas Regional  
Mobility Authority (CTRMA)  
301 Congress Avenue, Suite 650  
Austin, TX 78701  
Tel: 512-996-9778  
Fax: 512-996-9784

North East Texas Regional Mobility  
Authority (NET RMA)  
305 S. Broadway Avenue, Suite 100  
Tyler, TX 75702  
Tel: 903-595-6585  
Fax: 903-593-2518

Fort Bend County Toll Road  
Authority  
P.O. Box 2789  
Sugarland, TX 77489-2789  
Tel: 281-242-9740

## Utah

John Atlantic Burr/Charles Hall  
Ferry  
Utah Department of Transportation  
4501 South 2700  
Westbox 195998  
Salt Lake City, UT 84119-5998  
Tel: 801-965-4000

Adams Avenue Parkway  
5917 South Adams Parkway  
Ogden, UT 84005  
Tel: 801-475-1909

## Vermont

Lake Champlain Transportation  
King Street Dock  
Burlington, VT 05401  
Tel: 802-660-3495  
Shorewell Ferries  
4675 West Route 74  
Shoreham, VT 05770  
Tel: 802-897-7999

## Virginia

Chesapeake Bay Bridge and Tunnel  
District  
Jeffrey B. Holland, General  
Manager  
32386 Lankford Highway  
Cape Charles, VA 23310  
Tel: 757-331-2960  
<http://www.cbbt.com/>

Richmond Metropolitan Authority  
Robert M. Berry, General Manager  
919 East Main Street, Suite 600  
Richmond, VA 23219  
Tel: 804-5233300  
<http://www.rmaonline.org/>  
(Boulevard Bridge, Downtown  
Expressway, Powhite Parkway)

Virginia Department of  
Transportation  
<http://virginiadot.org/travel/faq-toll.asp>  
(Powhite Parkway Extension,  
George P. Coleman Bridge, Dulles  
Toll Road)

Chesapeake Expressway  
168 Toll Plaza Road  
Chesapeake, VA 23322  
Tel: 757-204-0010  
<http://chesapeakeexpressway.com/>

Dulles Greenway  
<http://www.dullesgreenway.com/>

## Washington

Washington State Ferries Division  
2911 2<sup>nd</sup> Ave.  
Seattle, WA 98121-1018  
Tel: 206-515-3400

WSDOT Toll Operations  
3214 50<sup>th</sup> Street Court NW  
Suite 302  
Gig Harbor, WA 98335  
Tel: 253-534-4640

Guemes Island Ferry  
Skagit County  
Public Works Department  
1111 Cleveland Avenue  
Mount Vernon, WA 98273-4215

Tel: 360-336-9400

Lummi Island-Gooseberry Pt Ferry  
Whatcom County  
Public Works Department  
Whatcom County Courthouse  
311 Grand Avenue  
Bellingham, WA 98225-4038  
Tel: 360-676-6759

Puget Island Ferry  
Wahkiakum County  
Public Works Department  
P.O. Box 97  
Cathlamet, WA 98612  
Tel: 360-795-3301

Steilacoom (Tacoma-McNeil-  
Anderson) Ferry; Pierce County  
Public Works Department  
2401 South 35th Street, Room 150  
Tacoma, WA 98409-7485  
Tel: 253-798-7250

Puget Island Ferry  
Wahkiakum County  
P.O. Box 97  
Cathlamet, WA 98612  
Tel: 360-795-3301

## West Virginia

West Virginia Division of  
Highways  
Program Planning and  
Administration Division  
Grant Administration Section  
1900 Kanawha Boulevard, East  
Capitol Complex, Bldg 5  
Charleston, WV 25305  
Tel: 304-558-3165  
Fax: 304-558-3783

West Virginia Turnpike  
General Manager  
West Virginia Parkways, Economic  
Development & Tourism Auth  
P.O. Box 1469  
Charleston, WV 25325-1469  
Tel: 304-926-1900  
Fax: 304-926-1909

Parkersburg Memorial Bridge  
Office Manager  
Parkersburg Memorial Bridge  
P.O. Box 983  
Parkersburg, WV 26102

Tel: 304-422-0394

Sistersville Ferry:  
Chairman  
Ferry Boat Board  
City Hall  
200 Diamond Street  
Sistersville, WV 26175  
Tel: 304-652-6361 (City Hall)  
Fax: 304-652-1217

Newell-East Liverpool Bridge  
(Private)  
Homer Laughlin China Company  
672 Siesta Drive  
Newell, WV 26050  
Tel: 304-387-1300

Oldtown Bridge, LLC  
P.O. Box 40  
Oldtown, MD 21555  
Tel: 301-478-5500

## Wisconsin

Cassville Car Ferry  
P.O. Box 171  
Cassville, WI 53806  
Tel: 608-725-5180  
<http://www.cassville.org/ferry.html>

Lake Michigan Car Ferry Serv, Inc.  
P.O. Box 708  
Ludington, MI 49431  
Tel: 1-800-841-4243  
<http://www.ssbadger.com>

Washington Island Ferry Line, Inc.  
P.O. Box 39  
Washington Island, WI 54246  
Tel: 920-847-2546  
<http://www.wisferry.com>

Madeline Island Ferries, Inc.  
P.O. Box 66  
La Pointe, WI 54850  
Tel: 715-747-2051  
<http://www.madferry.com>

Lake Express, LLC  
2330 S. Lincoln Memorial Dr.  
Milwaukee, WI 53207  
Tel: 866-914-1010  
<http://www.lake-express.com>

## Appendix

The data for this report were obtained by the field offices of the Federal Highway Administration (FHWA) in cooperation with the State highway agencies. The material was collected and organized by the Office of Highway Policy Information. Comments are welcomed and may be submitted to:

Office of Highway Policy Information (HPPI-20)  
Federal Highway Administration  
1200 New Jersey Avenue SE  
Washington, D.C. 20590.  
Phone: 202-366-0175  
Email: HPInfoMail@dot.gov

Other organizations that compile data related to toll facilities include:

The **International Bridge, Tunnel and Turnpike Association** (IBTTA) maintains an address directory of its membership and serves as an information clearing house and research center. It also conducts surveys and studies and publishes a variety of reports, statistics, and analyses.

IBTTA  
1146 19th Street NW, Suite 800  
Washington, D.C. 20036-3725  
Tel: 202-659-4620  
Fax: 202-659-0500  
<http://www.ibtta.org>

## Bibliography

The following sources provide additional material on toll roads.

*2002 Toll Industry Statistics* (Washington, D.C.: International Bridge, Tunnel and Turnpike Association, 2002), annual

*Commuting, A Survey*@ The Economist, September 5-11, 1998, London, P.52

*Curbing Gridlock: Peak Period Fees to Relieve Traffic Congestion: Special Report 242* (Washington, DC: National Research Council, 1994)

*Electronic Toll and Traffic Management (ETTM) Systems: National Highway Cooperative Research Program, Synthesis of Highway Practice 194* (Washington, D.C.: Transportation Research Board, 1993)

*Electronic Toll Collection Systems* (Austin, TX: Center for Transportation Research, Bureau of Engineering Research, University of Texas at Austin, 1995)

*Examining Congestion Pricing Implementation Issues* (Washington, D.C.: Federal Highway Administration, PL-93-008, 1993)

*Exploring Key Issues in Public-Private Partnerships for Highway Development* (Washington, D.C.: Federal Highway Administration, PL-92-023, 1993)

*Guidance for State Implementation of ISTEA Toll Provisions in Creating Public-Private Partnerships* (Washington, D.C.: Federal Highway Administration, PL-93-015, 1993)

*Going Private: The International Experience with Transport Privatization*, Jose A. Gomez-Ibanez, John R. Meyer (Washington, D.C.: The Brookings Institution, 1993)

*Innovative Financing of Highways: an Analysis of Proposals* (Washington, D.C.: Congress of the United States, Congressional Budget Office, 1998)

*New Means of Financing Highways Including Public-Private Partnerships*, Gary Maring, *et. al.* Individual papers presented under the auspices of Committees and Working Groups, Volume 20.52.E, p. 323, Twentieth World Road Congress (Paris: Permanent International Associations of Road Congresses, 1995)

*Toll Financing and Private Sector Involvement in Road Infrastructure Development* (Paris:

Organization for Economic Co-operation and Development, 1987)

*Toll Highway Financing: National Highway Cooperative Research Program, Synthesis of Highway Practice 117* (Washington, D.C.: Transportation Research Board, 1984)

*Tolling Practices for Highway Facilities: National Highway Cooperative Research Program, Synthesis of Highway Practice 262* (Washington, D.C.: Transportation Research Board, 1998)

*Private-Sector Involvement and Toll Road Financing in the Provision of Highways, Transportation Research Record 1107* (Washington, D.C.: Transportation Research Board 1987)

*Public-Private Partnerships: Lessons Learned*, (Washington, D.C.:Federal Highway Administration, 1998)

*Road Pricing for Congestion Management: A Survey of International Practice National Highway Cooperative Research Program, Synthesis of Highway Practice 210* (Washington, D.C.: Transportation Research Board, 1994)

*Summary of Proposed Worldwide Toll Facility Projects*, (Washington, D.C.: International Bridge, Tunnel and Turnpike Association, 2002), bi-annual

*Summary of The Federal Highway Administration's Symposium on Overcoming Barriers to Public-Private Partnerships* (Washington, D.C.: Federal Highway Administration, PL-93-015, 1993)