



TOLLWAYS

SUITE 305
2120 L STREET, N.W.
WASHINGTON, D.C. 20037

INTERNATIONAL BRIDGE, TUNNEL AND TURNPIKE ASSOCIATION, INC.

May-June 1986

Ceron Names Seven to 1986 Nominating Committee



Miller

President Ceron has appointed the Association's Nominating Committee for 1986 to recommend a slate of Officers and Directors to be considered for election by the Active Members of the Association at its 54th Annual Meeting. This meeting will be held at the Westin Hotel in Chicago, Illinois, September 28 to October 1, 1986.

Chairing the group will be William J. Miller, Jr., Executive Director of the Delaware River and Bay Authority, New Castle, DE, a Past President of IBTTA and longtime chairman of its Governmental Relations Committee.

Other members are:

James K. Brookshire, Jr., Executive Director, Chesapeake Bay Bridge & Tunnel District, Cape Charles, Virginia.

Charles E. Brown, Director, Toll Facilities, The Turnpike Authority of Kentucky, Frankfort, Kentucky.

Henri Cyna, President General Manager, Compagnie Financiere et Industrielle des Autoroutes (COFIROUTE), Paris, France.

Ronald J. Delaney, Vice President & General Manager, Detroit and Canada Tunnel Corporation, Detroit, Michigan.

William J. Flanagan, Executive Director, New Jersey Turnpike Authority, New Brunswick, New Jersey.

Joseph E. Greene, Director, Tobin Memorial Bridge, Massachusetts Port Authority, Boston, Massachusetts.

President Ceron recommends that anyone desiring to submit names to the Nominating Committee for consideration, do so by contacting Chairman William J. Miller, Jr. or members of the Committee at an early date.

New Member

Associate

EMIS (Electro-Optic & Microwave Identification Systems)

P.O. Box 21618, Tel Aviv, 61216 Israel

Telephone: (03) 1705012

Principal contact: Dr. Ron Kornitz, Managing Director

IBTTA Orlando Workshop Draws Record Attendance



Opening lineup at the 1986 Workshop. Keynoter Daniel J. Hanson, ARTBA; IBTTA President Jose L. Ceron; Christine Speer, Director of Maintenance, Florida DOT; John Berry III, Director of Toll Facilities, Florida DOT; and Bill Gwynn, Executive Director, Orlando-Orange County Expressway Authority. Berry and Gwynn were co-Chairmen of the Workshop.

A record 336 delegates and spouses attended the IBTTA 1986 Workshop in Orlando, Florida, surpassing by more than 10 percent the previous attendance record of 300 set in 1972 in Toronto, Canada.

The Workshop featured a variety of timely panel discussions as well as a keynote address by Daniel J. Hanson, President of the American Road and Transportation Builders Association, a luncheon speech by Florida Secretary of Transportation Tom Drawdy, and entertainment during the Workshop banquet by The Cheerful Noise.

Five panelists discussed toll bridge deregulation and the permissive relationship between toll roads and federal aid during a panel on "The Need for Toll Legislation in 1986." Arthur P. Berg, Chairman of the IBTA Law Committee, and Chief, Opinions and Appeals Division, the Port Authority of New York and New Jersey, discussed promising efforts to gain Congressional passage of toll bridge deregulation legislation.

(Please turn to Page Two)

Workshop (from Page One)

David W. Gwynn, Co-Chairman of the Workshop and Executive Director of the Orlando-Orange County Expressway Authority, spoke on the county's transportation needs. He was joined by James B. Wilson, Chief Engineer, Pennsylvania Turnpike Commission, who discussed highway needs in Pennsylvania and reviewed efforts necessary to educate Congressional leaders on the positive aspects of toll financing.

Clyde Pyers, Director, Office of Transportation Planning, Maryland Department of Transportation, discussed activities and efforts by the American Association of State Highway and Transportation Officials to insure that highway financing is adequate to meet motorists' needs. Robert Jones, Senior Vice President, E.F. Hutton and Co., Inc., and a founding partner of the Transportation Infrastructure Advisory Group, discussed TIAG's activities aimed at Congressional passage of toll legislation in the highway reauthorization bill expected this year.



Florida DOT Secretary Tom Drawdy gave an excellent luncheon address on the future of highways and the continuing need for toll facilities.

Several panelists addressed highway needs from a local perspective during a panel on "U.S. Counties: New Force in Toll Facilities." R.W. Stevens, Director of Operations, Harris County Toll Road Authority, reported progress on funding the \$900 million bond program to build toll roads approved by Harris County voters in 1983. Larry K. O'Dell, Executive Director, St. Lucie County Expressway Authority, represented the Florida Association of Transportation and Expressway Authorities, discussing county activities in Florida to insure adequate financing for highway development.

Gerald Thompson, Chairman of the Broward County Expressway Authority, and Gretchen Gettemy, Public Information Consultant with Gettemy/Cudney & Associates, gave a joint presentation on developments in Broward County, including progress on the 23-mile Sawgrass Expressway which is to open in June.

A "Special Session on Current Issues" included presentations by Joseph J. Lhota, Vice President, Paine Webber, Inc. on the impact of tax reform on the bond industry; by George M. Mills, Chairman of the IBTTA Risk Management Committee, and Risk Manager, New Jersey Highway Authority, on the difficulties toll agencies face in obtaining liability insurance; and by Daniel S. Garvey, Chairman of the IBTTA Special Committee on Hazardous Materials Transportation and Chief Engineer, New York State Thruway Authority, on hazardous materials transportation.

A panel on "Telecommunications: What Toll Facilities Need" consisted of two in-depth presentations on telecommunications problems—on long ribbon-type turnpikes as well as on facilities in congested urban areas. Jack T. Watson, Manager, Telecommunications Department, Illinois State Toll Highway Authority and Leo Thomas, Senior Planning Engineer, The Port Authority of New York and New Jersey, addressed Workshop delegates on

Gary Smith Retires in Maryland; Served Five Years on IBTTA Board

Gary A. Smith, Executive Secretary to the Maryland Transportation Authority and a Member of the IBTTA Board of Directors, will retire on June 30, 1986 after 34 years of State service. He has also relinquished his IBTTA board seat in anticipation of his upcoming retirement.



Smith was named the Authority's Executive Secretary in May of 1981; for ten years prior to that he held several positions on the staff of the State Secretary of Transportation since that Department's inception in 1971. From 1953 to 1971, Smith served in various capacities with the Maryland State Highway Administration.

During his tenure as Executive Secretary, he oversaw the acquisition of the Fort McHenry Tunnel as a major Authority project and was instrumental in the successful refinancing of the Authority's debt in late 1985 to meet long-term capital needs.

Dallas North Tollway Extension Reaches Two-Thirds Mark

The Dallas North Tollway Extension project is two-thirds complete, according to a recent Howard Needles Tammen & Bergendoff progress report to the Texas Turnpike Authority. HNTB, consulting engineer for the project, noted that construction is "progressing well on the major contracts" in its report for the quarter ending December 31, 1985.

Last November, the Authority approved the sale of a new bond issue for the purpose of advance refunding the Series 1982 bonds. The new issue, known as the Dallas North Tollway Revenue Bonds, Series 1985, totaled \$208 million. The Series 1982 bonds were refunded "to take advantage of lower interest rates, thereby reducing the amount of annual debt service requirements and providing funds for additional engineering and construction," according to HNTB.

The progress report indicates that the "current total estimated cost of work under construction" is \$148 million. HNTB adds that "it is anticipated that the project will be completed in a financially sound condition." The project is scheduled for completion at the end of 1987.

New Member

Associate

IVM (Interactive Video Machines) Inc.
(Video information kiosks for travelers, etc.)
5050 Tilghman, Suite 115, Allentown, PA 18104
Principal contact: Rex M. Baker, III, President

this important topic.

R.G. Adams, Deputy Director, Highway Maintenance & Transportation Operations, California Department of Transportation, gave a special presentation on "AVI Experiments in Toll Collection in California."

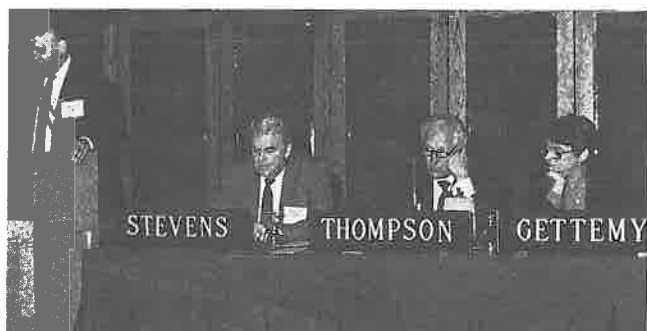
The Workshop concluded with nine brief presentations by a variety of IBTTA members on the "Ideas That Work" panel.

The 1986 Workshop in Pictures

The 1986 Workshop was something special! Conducted in the holiday atmosphere of Disney World, its unique combination of fun, sun and serious business actually worked! Here's Pres. Jose Ceron and Elisa with Master Magician Mickey at the kickoff cocktail party.



The panel on "Counties: New Force in Toll Facilities." Above, moderator John R. Woodruff, 1st Vice President, IBTTA, Delaware River Port Authority, Camden, NJ, and Sharon Greene, Orange County, Calif., Transportation Commission. Below, Larry K. O'Dell, St. Lucie County, FL, Expressway Authority; R.W. "Steve" Stevens, Harris County, Texas, Toll Road Authority, Houston; Gerald V. Thompson, chairman, Broward County, FL, Expressway Authority; and Gretchen Gettemy, the Authority's PR counsel, Fort Lauderdale, Florida.



Tuesday morning's Telecommunications panel. From left, Leo Thomas, Port Authority of NY & NJ; moderator Allan V. Johnson, Ohio Turnpike Commission; AVI panelist Robert G. Adams, California DOT; and Jack T. Watson, Illinois State Toll Highway Authority.

Illinois Tollway To Be Host For IBTTA's 54th Annual Meeting



Chicago's magnificent lakefront stretches for 26 miles along Lake Michigan where careful planning has avoided industrial development. This view looks south toward the Gold Coast, Chicago's near North Side, site of IBTTA's 54th Annual Meeting at the Hotel Westin.

With Executive Director Thomas H. Morsch, Jr. as Convention Chairman, the Illinois State Toll Highway Authority has issued a warm invitation to all the world's toll officials to attend the IBTTA 54th Annual Meeting at the Hotel Westin in Chicago, IL, September 28 to October 1, 1986.

A gala business and social program is being developed for the meeting, which is expected to attract more than 550 to the Windy City for the fall event. Special events include a sightseeing trip for all showing off the city from the lake, the streets and from the 80-story John Hancock Building just across the street from the Westin Hotel on North Michigan Avenue, Chicago's "Miracle Mile."

Three timely topics have been chosen for the business sessions, which will be simultaneously interpreted in English, French, Italian and Spanish. They are; "Modern Construction and Re-Construction Techniques," "Prospects for Future Financing of Toll Facilities," and "New Developments in Toll Road Safety and Security." One panel will be presented each day beginning Monday, September 29 through Wednesday, October 1. Papers for presentation are currently being sought and ideas should be sent to Washington headquarters promptly for review by the convention committee.

Illinois Governor James R. Thompson has been invited to give the Keynote Address. A super ladies program is being prepared and an international cast of speakers is assured. The convention packet is on its way to all on IBTTA's mailing list, so sign up soon and don't miss the Fabulous 54th!

Delaware River and Bay Authority Completes Police Force Expansion

Five officers joined the police force of the Delaware River and Bay Authority, bringing the police force to its assigned level of 53 and completing the planned expansion.

The new officers will be assigned to the Cape May-Lewes Ferry, according to William J. Miller, Jr., Executive Director of the Authority, and will assist in traffic control during boarding and leaving the ferry vessels. In addition, uniformed officers will ride the ferry.



Keynote speaker Daniel J. Hanson (second from left), and the panel on toll legislation at the Monday morning session. From left, Clyde Pyers, Maryland Dept. of Transportation; Hanson; James B. Wilson, Pennsylvania Turnpike Commission; C.W. "Bill" Gwynn, Orlando-Orange County Expressway Authority, Florida; Robert Jones, E.F. Hutton and Co., Inc., Philadelphia; moderator William J. Miller, Jr., Delaware River & Bay Authority, New Castle, Delaware; and Arthur P. Berg, Port Authority of NY & NJ.



The panel on "Current Issues." From left, Daniel S. Garvey, New York State Thruway Authority, on Hazardous Materials Transportation; moderator Robert J. Farrell, also New York Thruway and 2nd Vice President, IBTTA; Joseph J. Lhota, Paine Webber, Inc., New York, on Tax Reform; and George M. Mills, Garden State Parkway, on Liability Insurance.



Burlington County, N.J., Bridge Commissioner Eva Weiss with Goofy and Asst. Executive Director Neil Schuster. Disney characters made a special appearance at the Sunday opening reception.

Thomas H. Morsch, Jr., invites Workshoppers to Chicago in a brief appearance at the Monday night banquet in Orlando. Annual Meeting dates are Sept. 28-Oct. 1.



Triborough, Bridge and Tunnel Officers Union, Reach Contract Agreement

A contract agreement between the Triborough Bridge and Tunnel Authority and the union representing its Bridge and Tunnel Officers, the Bridge and Tunnel Officers Benevolent Association was signed May 15 at TBTA Headquarters on Randall's Island.

The prior contract expired on June 30, 1984, and the parties have been without a contract for nearly two years. The dispute between them had been referred to the impasse resolution machinery of the NY State Public Employment Relations Board and a public hearing on the dispute was scheduled, only to be blocked in the courts.

George Schoepfer, Executive Officer and Chief Engineer for Triborough Bridge and Tunnel Authority, stated, "This was a long and difficult dispute and I am pleased that we have arrived at a negotiated settlement rather than an imposed arrangement of any kind."

The new contract which was approved by the TBTA Board at its April 1986 meeting is for 3½ years from July 1, 1984 and expires on December 31, 1987. The wage provisions of the contract call for increases of 2½%, 5½%, 6%, 6% over the 3½ year period.

The Authority gains some but not all of the controls on overtime it had sought as well as other cost savings to partially offset additional costs.

Anthony Mauro, President of the Bridge and Tunnel Officers Benevolent Association, stated, "From a labor standpoint, we got the best settlement possible. We had to give a little to get a little, and that's the way the negotiation system works. I too, am pleased that we can look forward to a year and a half of labor peace and improved relations with TBTA management."

De Leuw, Cather To Supervise Six-Lane Expressway in Turkey

De Leuw, Cather & Company has been chosen to supervise construction of a major six-lane expressway to be built in Turkey. The expressway, which is approximately 200 km. long, is situated on either side of the second Bosphorus Bridge site, and has an estimated construction cost of \$250 million.

De Leuw, Cather will be involved in a joint venture with a Turkish firm, ENET, and with a British firm, Ove Arup and Partners International, Ltd., in carrying out the project. The project is expected to take three years to complete.

Baker Engineers In Final Design On Vine Street Expressway Project

Baker Engineers has reached the final design stage of the Vine Street Expressway project in Philadelphia for the Pennsylvania Department of Transportation. The expressway will connect the Benjamin Franklin Bridge, the Schuylkill Expressway and Interstate 95 to allow motorists to rapidly travel through the center of Philadelphia.

Baker is spearheading a design team consisting of ten other consultants to complete the 10-lane, 1.75-mile expressway. Preliminary construction began last September, with the first of three major construction contracts to be let this spring. The project is scheduled for completion in 1989.



The largest number of participants ever took part in the now-traditional "Ideas That Work" program that wound up the Workshop with a world of practical suggestions for toll facility operation and administration. From left, Director Jerome L. Kay, Halifax-Dartmouth Bridge Commission; Director Henri Cyna, COFIROUTE, Paris, France; Terri Hungle, Blue Water Bridge Commission, Sarnia, Ontario, Canada; print shop supervisor Dick Gallo, Garden State Parkway, NJ; Alex Bonavitacola, Delaware River Port Authority, Camden, NJ; moderator James B. Wilson, IBTTA Director and Penn Turnpike; Director Ronald J. Delaney, Detroit-Canada Tunnel Corp.; Donald K. Misener, Niagara Falls Bridge Commission, NY; Alexander A. Levine, New York State Thruway Authority, Albany; and R.G. Adams, California DOT.



The banquet's entertainment feature was The Joyful Noise, prize-winning Florida barber shop quartet.



IBTTA's ladies cruise Orlando's lakes around the beautiful suburb of Winter Park on their Monday tour.

300 European Toll Officials Attend SECAP Meeting in France

More than 300 European toll road officials from seven nations were on hand in Avignon, France May 4-7 for the 13th Annual Meeting of SECAP, the conference of European toll motorways. Special guests at the meeting were IBTTA First Vice President John R. Woodruff and Executive Director John J. Hassett and their spouses.

Antonio Martins of Portugal presided over the meeting which included participation from directors of Austrian, Spanish, Greek, French, Italian, Portuguese and Yugoslavian companies.

Jean Millier, President of the French Association of Toll Motorway Companies, welcomed everyone on behalf of France, the host country. Those present included Henry Cyna, a Director of the board, Roger Ginocchio, Past President and Jose Luis Ceron, President of IBTTA.

The meetings were held in the beautiful historic city of Avignon in an extraordinary palace where the Popes resided during the Middle Ages.

In the context of the European year of Security, one of the sessions—chaired by Jose Luis Ceron—was devoted to safety; France's Robert Lafont was the General Reporter on the subject. The issues examined were specifically oriented toward means of further reinforcing the safety of motorists. In France, over the same distance travelled, there have been 4 to 5 times fewer fatal accidents than on the rest of the motorway system.

Two other panels covered comparable organization and administration techniques and a program based on the IBTTA Workshop topic "Ideas That Work."

The European Toll Motorway System

During the Congress at Avignon an agreement was made to extend the toll motorway network in the southern countries of Europe. At the end of 1985 the figures were:

Austria	309 KM	Italy	5120 KM
Spain	1821 KM	Portugal	157 KM
France	4599 KM	Yugoslavia	881 KM
Greece	863 KM		

Including the State operated non-toll motorways, France now has surpassed Italy with a network totalling 6500 KM and is presently the second leading European country after Germany.

Widening Project Begins On Pennsylvania Turnpike

Preliminary work is underway on the \$120 million six-lane widening project in the Philadelphia area on the Pennsylvania Turnpike. Major work is also going on at the Allegheny River Bridge.

Construction in the Philadelphia area requires single-lane traffic at night in each direction, although four lanes of traffic are in operation during daytime hours. The Allegheny River project also requires restricting traffic to one lane in each direction while deck replacement is in progress.

Other projects are underway on the Turnpike, and will require single-lane traffic restrictions during the week.

Lighter Moments in Lake Buena Vista . . .



PANYNJ Appoints Four in Tunnels, Bridges & Terminals Department

Port Authority Executive Director Stephen Berger announced a series of key executive appointments in the Tunnels, Bridges and Terminals Department designed to strengthen the bi-state agency's trans-Hudson transportation operating and planning capabilities.

Anthony J. Barber was named Director of Tunnels, Bridges and Terminals, responsible for the Bus Terminal and the George Washington Bridge Bus Station and for the agency's four bridges and two tunnels, which carried a total of over 105 million eastbound vehicles in 1985.

Barber, of Basking Ridge, New Jersey, has been serving as Acting Director of Tunnels, Bridges and Terminals since May, 1985. A 24-year veteran of Port Authority service, he joined the Port Authority in 1961 and served in positions of increasing responsibilities, including Manager of the Port Authority Bus Terminal and Deputy Director of the Department.

Robert J. Kelly of Plainsboro, New Jersey was appointed to the position of Deputy Director, Tunnels, Bridges and Terminals Department where he has been Acting Assistant Director as well as the leader of Transportation Operations Coordinating Committee (TRANSCOM). TRANSCOM is the new consortium for coordinating communication among 16 of the region's public transportation agencies.

Ernesto Butcher of East Orange, New Jersey, was appointed to the position of Acting Assistant Director, Tunnels, Bridges and Terminals Department. He is the former manager of the Port Authority Bus Terminal. Mr. Butcher joined the bi-state agency as a Management Trainee in 1971. He was the recipient of a 1980 Black Achiever in Industry Award. He is a member of the Port Authority's Executive Development Program.

David J. Gallagher of Kendall Park, New Jersey was appointed Assistant Director, Tunnels, Bridges and Terminals Department, where he has been Acting Assistant Director since February of last year.

A member of the agency's Executive Development Program, Mr. Gallagher has been the overseer of the Tunnels, Bridges, and Terminals Department's business management and planning strategies since joining the department.

Barry Weintrob has been appointed Chief Financial Officer of the Port Authority, it was announced by Stephen Berger, Executive Director of the bi-state agency. Mr. Weintrob, a 25-year veteran of the agency, was formerly Acting Chief Financial Officer and Director of Finance. Mr. Weintrob will continue to serve as Director of the Finance Department.

NJ Turnpike, Garden State Parkway Provide Locations For ABC-TV Show

The Interchange 18W Toll Plaza, as well as parts of the Garden State Parkway, served as scene locations for "Pride in New Jersey," an upcoming ABC-TV one-hour comedy special starring Joe Piscopo and Eddie Murphy.

The comedy special is a spoof on "Miami Vice." The New Jersey Turnpike has served as the location for over 23 films in the last 15 years.

Ohio Turnpike Turns 30; Sets Traffic and Volume Records

The Ohio Turnpike celebrated its thirtieth anniversary in 1985 with record toll revenues and traffic volume, according to Ohio Turnpike Commission's Annual Report.

The report also notes that continuation of the Turnpike's bridge deck rehabilitation program, underway since 1983, was a predominant activity in 1985, and that the Commission awarded new contracts for operation of the Turnpike's 16 service plaza restaurants. The contracts call for "extensive renovations and new concepts which are expected to be beneficial to Turnpike patrons," according to the report.

The 1985 Annual Report recounts the 30th anniversary ceremony, details the growth of traffic and revenues on the Turnpike, and provides details on the restaurant contracts awarded to the Marriott Corporation and Hardee's Food Systems, Inc.

Ammann & Whitney Chairman Wins Military Engineers' Award

Edward Cohen, chairman and chief executive of Ammann & Whitney Consulting Engineers, IBTTA Associate Member, is the recipient of the Goethals Medal by the Society of American Military Engineers. Cohen was specifically honored for his significant contributions in the restoration and preservation engineering for three prominent U.S. landmarks—the Statue of Liberty, the West Front of the U.S. Capitol, and the historic Roebling Delaware Canal Suspension Bridge.

The Goethals Medal was named for U.S. Army General George Washington Goethals, chairman and chief engineer for the construction of the Panama Canal. General Goethals eventually retired from the military to begin a second career with the Port Authority of New York and New Jersey, designing roads for the New York metropolitan area.

Wilbur Smith Group Studies New Penn Turnpike Projects

Wilbur Smith and Associates has begun a study for the Pennsylvania Turnpike Commission to examine the feasibility of the proposed Beaver Valley Expressway and Greensburg Bypass; both would be tolled facilities.

The proposed Beaver Valley Expressway would provide the missing link in the limited-access highway routing identified as Pennsylvania Route 60 in Lawrence and Beaver Counties. The alignment would connect with existing Pennsylvania Route 60 on the north and would terminate on the south at the intersection of Pennsylvania Routes 51 and 60. It will also intersect with the existing Turnpike mainline west of Interchange 2. The project length would be approximately 16 miles.

The second proposed toll road, 13 miles long in Westmoreland County, would begin at U.S. Route 22 on the north at the intersection of Pennsylvania Route 66, follow an alignment west of Greensburg, and terminate at U.S. Route 119, east of Interchange 8.

The purpose of the study is to evaluate alternate alignments within the defined travel corridors and determine if the projects could achieve financial feasibility.

Association Board Meets At IBTTA Workshop

Meeting prior to the opening of the 1986 IBTTA Workshop, the Association's Board of Directors took action on several items of concern to the toll industry.

The Directors were given the results of a survey conducted under the auspices of the Risk Management Committee in contemplation of setting up a voluntary insurance assistance program for IBTTA members. The Board voted to request the Committee to proceed with the preparation of a proposed insurance program for further consideration.

The Board also reviewed the report of its ad hoc committee on the preparation of an IBTTA risk management manual. The ad hoc committee, after reviewing the results of efforts to date and meeting with the Chairman and Vice Chairman of the Risk Management Committee, determined that the cost of the manual would outweigh its benefit to the Association's members and would deplete a significant portion of the Association's reserves.

The Board accepted the ad hoc committee's recommendation not to proceed with this project and to commend those involved in the preparation of the proposal for their time and efforts on behalf of the IBTTA membership.

The Board approved a recommendation of the Special Committee on Hazardous Materials Transportation that IBTTA write to the Administrator of the Research and Special Programs Administrator, U.S. Department of Transportation, requesting that agency's cooperation in the development of a data base of hazardous materials shipments on toll facilities.

IBTTA is asking for consultation, input and limited help from the Department of Transportation in developing what could serve as a model program for tracking hazardous materials shipments on the nation's highways. The program would operate on a voluntary basis, involving IBTTA members who wish to participate.

The Board heard the report of Edgar H. Fang, Director, Taiwan Area National Freeway Bureau, and IBTTA Vice President of International Affairs, with respect to his efforts to solicit the input of IBTTA members in the Pacific region regarding possible regional activities. The Board expressed its appreciation to Mr. Fang and encouraged his continued efforts.

The Directors also approved a request that the Association survey its members and, working through an appropriate committee of the Association, develop a library of information regarding the specifications of tokens as well as toll tickets used on toll facilities. Further, the Board directed the IBTTA staff to help IBTTA members in obtaining U.S. Mint clearance for tokens and coins used by toll agencies.

Bill Would Amend Toll Operator Liability With Respect to Aliens

Rep. E. de la Garza (D-TX) introduced legislation to make changes to the Immigration and Nationality Act with respect to the liability of international bridge and toll road owners and operators to prevent the unauthorized landing of aliens.

The bill, H.R. 3673, provides that owners and operators of such facilities who have "acted diligently and reasonably" to fulfill their duties under the Act would be exempt from penalties imposed by the Act.

Roper Survey Reveals Motorists' Strong Support for Toll Roads

A nationwide survey by The Roper Organization released in April shows that the vast majority of American drivers do not oppose toll roads, and in fact will pay tolls for roads that offer the convenience of faster and easier travel.

A full 88 percent of the more than 1,000 licensed drivers interviewed during the study supported toll roads in at least one of four scenarios, and some 70 percent of those surveyed favored toll roads in at least two of the cases presented.

The motorists were presented with four situations. In two, they could choose how they would vote (for or against) a new toll road. In the other two cases, they were asked if they would choose to use an existing toll road or a nearby tax-supported highway.

"Overwhelming majorities of every type of licensed driver—whether in toll states or in non-toll states, whether in the Northeast or in the West, whether current users of toll roads or not, whether heavy drivers or light—support the toll road option in at least one of the four cases," Roper said in announcing the survey results. "So do similar majorities of Americans of all ages, of both sexes, and of diverse educational backgrounds," he added.

"Whether distances be short or long; whether it be a question of voting to authorize a toll road in the future, or actually using one in existence; the results are essentially the same," Roper continued. "Most licensed drivers prefer to pay for convenience than to endure difficult... roads."

The Roper study was commissioned by the Transportation Infrastructure Advisory Group (TIAG) to evaluate attitudes of licensed drivers in the United States regarding opinions about authorizing construction of toll roads, to determine whether the driving public would use toll roads if they existed, and to determine whether voter response or driving habits would be significantly affected by the kind of toll road in question.

Engineering Firms Honored For Fort McHenry Tunnel Design

Sverdrup/Parsons Brinckerhoff, a joint venture engineering firm of Sverdrup Corporation and Parsons Brinckerhoff, Quade & Douglas Inc., was honored by the American Consulting Engineers Council (ACEC) for its design work on the Fort McHenry Tunnel in Baltimore, Maryland.

The firm received the ACEC's Grand Conceptor Award, top prize in its 19th annual engineering excellence competition for design work on the \$750 million project. The project is the world's largest underwater highway, and completes the last major link in Interstate 95, the East Coast highway that runs from Maine to Florida.

To preserve Fort McHenry, the historic area where Francis Scott Key composed the national anthem during the War of 1812, and to avoid interference with local shipping in the nation's second busiest port, the firm designed two curved tunnel tubes that border the fort's peninsula and avoid Baltimore Harbor's navigation channel. The double-curved tubes are the first ever built.

International Bridge Conference Sponsored by Engineers' Society

The Third Annual International Bridge Conference and Exposition, sponsored by the Engineer's Society of Western Pennsylvania, was held in Pittsburgh, Pennsylvania in early June. The theme of the 1986 conference was "Creative Advances in the Application of Technology."

Thomas Drawdy, Florida Secretary of Transportation, Philip W. Haseltine, Deputy Assistant Secretary of Policy and International Affairs, Department of Transportation, and Dr. Thomas Larson, President of AASHTO, spoke at the opening session on a variety of timely topics, including innovation, the future of federal spending on the nation's highways and bridges, and a review of current issues affecting the highway design community.

The conference and exhibition included a featured state session on Florida, sessions on creative design applications, testing, and design, construction and reconstruction of bridges.

NJ Turnpike Authority Plans Truck Service Area

The New Jersey Turnpike Authority has announced plans to construct a \$12.5 million facility which will include a motel and restaurant exclusively for truckers.

The service area, part of the \$2 billion Turnpike improvement project, will be built at milepost 71.5, next to the Molly Pitcher Service Area, close to halfway between the north and south ends of the highway and accessible from both directions by existing ramps.

The truck stop will include a 400-truck parking area, with room for additional expansion, a truck wash facility, a weigh station, and a 100-unit budget motel. Truckers will be able to fuel and service their vehicles and utilize the service area for layovers during long trips.

Quotable Quotes

"The Transit Authority settled recently a three-year-old dispute with Connecticut over the value of a token. Until last month, the token in question, a stamped metal coin, could have been bought for as little as 17½ cents. It was intended to allow passage through the toll booths on the Connecticut Turnpike, but it worked just as well, though illegally, to gain entrance to the New York City subway system, where the fare is 90 cents. By the time Connecticut abolished the toll on the turnpike last month and stopped selling the tokens, cheaters had deposited more than 1.5 million of them in subway turnstiles. By the end of the year, transit officials predict, the total will reach 2 million.

"The Metropolitan Transportation Authority, parent of the Transit Authority, negotiated with Connecticut officials for three years before settling on a redemption price for the Turnpike tokens. Connecticut had offered 2½ cents each, roughly what it cost to mint them. That would have meant a payment to the M.T.A. of \$50,000. New York sought reimbursement as if they were subway tokens, which would have amounted to \$1.8 million. Under the settlement, Connecticut will pay about \$350,000—17½ cents apiece—after the tokens are delivered to Hartford."

Alan Finder and Albert Scardino in the New York Times