



TOLLWAYS

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INTERNATIONAL BRIDGE, TUNNEL AND TURNPIKE ASSOCIATION, INC.

August 1988

World Toll Traffic Continues Climb; 5-Year Gain Is 26 Percent

IBTTA published its annual Comparative Traffic Statistics this month, showing that 1987 vehicle traffic rose 8.21% from 1986 figures, a gain of just under half a billion vehicles from the previous year. The cumulative 5-year increase in traffic was 26%.

Traffic data for the most recent two years for all toll facilities reporting to IBTTA revealed that 6.589 billion vehicles traveled toll roads, bridges and tunnels in 1987, compared with 6.089 billion in 1986.

The gain reported in toll roads alone was 8.8%, from 4.726 billion vehicles in '86 to 5.146 billion in 1987. Bridge traffic was up 5.96%, from 1.161 billion vehicles to 1.230 in 1987. Toll tunnel traffic rose 5.34% from 201 million vehicles to 212.6 million last year.

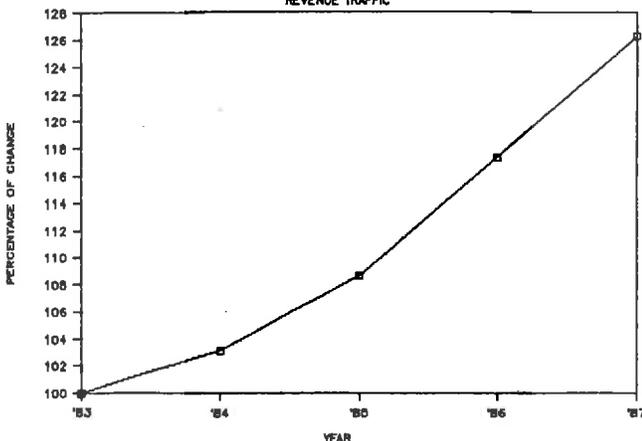
Comparative figures for the United States were comparable, with toll road traffic up 5.70%, toll bridge traffic up 4.81% and toll tunnel users rising 3.66% in '87.

This year's report has been expanded to include graphs which show toll facility traffic worldwide over the five-year period from 1983 through 1987, based on traffic from a representative sample of toll facilities.

These representative graphs show that total revenue traffic for all facilities has grown cumulatively by 26%, rather steadily, with some acceleration in 1986 and 1987. Revenue

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GRAND TOTAL
REVENUE TRAFFIC



Annual Meeting Registration Nears 500; Turner, Robertson Among Convention Speakers



Robertson



Turner

IBTTA President Robert J. Farrell announced that registrations for the 56th Annual Meeting next month are nearing the 500 mark, with heavy attendance from offshore Active members. Representatives from France, Italy, Indonesia, England, South Africa, Australia, Taiwan, Canada and Spain have signed up for the September 25-28 event in San Francisco, California.

Farrell also announced that the speakers program is now complete, with four major panels and two special presentations scheduled. Among the panelists are two Federal veterans, one active in the present Administration, the other a retired Federal Highway Administrator who will be speaking for himself as an interested and influential observer of the American road scene.

Richard B. Robertson, Association Federal Highway Administrator for Policy, is no stranger to IBTTA podiums. He will be a panelist on "Toll Financing: The Key to Controlled Economic Growth" on Tuesday morning, September 27. Francis C. Turner, who capped a 40-year career in the U.S. Bureau of Public Roads/FHWA with a five-year stint as Federal Highway Administrator, will bring some fresh new ideas to the panel on "Emerging Technology" on Monday's opening panel.

Other panelists on technology include Jean-Claude Grimaldi, Societe des Autoroutes Paris-Rhin-Rhone, and F. Malbrunot, Elsydel, both from France; Patrick W. Morris, Bureau of Turnpikes, New Hampshire DOT; and a representative of Caltrans, Sacramento.

Tuesday's financing panel also will hear from Henri Cyna, IBTTA Director, Cofiroute, France; Dan Greenbaum, Vollmer Associates, New York; and a dual report

(Please turn to Page Two)

PRC Wins Toll Contracts in Maryland and Australia

Planning Research Corporation (PRC), a wholly owned subsidiary of Emhart Corporation, has been awarded two contracts worth a total of \$1.6 million to provide computerized toll collection systems in Baltimore, Maryland, and in the State of Queensland, Australia.

In Maryland, PRC's Public Management Services unit will provide and maintain a system for the Baltimore Harbor Tunnel that will include data collection, lane monitoring and reporting functions for the 14 toll lanes of the tunnel. The contract is worth \$1.4 million, which includes \$900,000 for the system and \$500,000 for four years of follow-on maintenance work.

In Queensland, Australia, PRC Public Management Services will provide software for a toll collection system for a private toll road, the Logan Motorway, an extension of the Sunshine Motorway. The contract has a value of \$250,000.

Annual Meeting (from Page One)



Podwal



Stevens

from consultant Timothy T. Jackson, P.E. and Commissioner Phil Reece, member of the Florida Transportation Commission and former chairman of the Orlando-Orange County Expressway Authority, both from Orlando, Florida.

Two panels on Wednesday, September 28 are featured. "The Quest for Safer Toll Facilities" will showcase Robert Lafont, Association des Societes Francaises d'Autoroutes, Paris, France; Leo Rohrig, TUNCOR, Pretoria, South Africa; Vito Rocco, IBTTA Past President, of AISCAT, Rome, Italy; and another representative of Caltrans.

The final panel on "Construction to Meet Growing Demand" will involve Manuel Ibanez, Autopistas del Atlantico, Madrid, Spain; R. W. "Steve" Stevens, Harris County Toll Road Authority, Houston, Texas; Robert M. Garin, Societe des Autoroutes Paris-Rhin-Rhone, Paris, France; and Bruce Podwal, Parsons Brinckerhoff International, New York.

The special presentations are the Keynote Address on Monday by Daniel J. Spigai, Chairman of ARTBA and VP of Howard Needles Tammen & Bergendoff, Alexandria, VA., and a Wednesday visit with TAG chairman Tom Bradshaw, of First Boston Corp., New York.

Another optional tour for conventiongoers has been set up for Tuesday afternoon at 2 p.m. A visit to the nuclear-powered aircraft carrier Enterprise, one of the largest vessels in the U.S. naval fleet, has been offered by the Navy. Delegates and spouses can sign up on a special return sheet that has been enclosed with confirmation of their registration from IBTTA. The form should be returned to IBTTA as soon as possible after receipt.

DRJTBC Raises Tolls To Finance \$46 Million Capital Program

The Delaware River Joint Toll Bridge Commission raised tolls on July 12, its first toll increase in 20 years. The increase is designed to be the only fare increase needed through the year 2000.

Basic premise behind the hike is the financing of capital projects now under construction or in the planning stage, and the taking over of maintenance responsibility for the operation of its 13 non-toll bridges, which were previously funded by tax dollars from the States of Pennsylvania and New Jersey. The costs of this service now amount to approximately \$3 million annually.

A joint statement issued by Commission chairman Eugene Hartzell and Executive Director Joseph F. Catania pointed out that the capital improvements planned include conversion of four bridges to one-way toll collection, a new communications system, and substantial reimbursement payments to the States, plus numerous deck replacements and deck repairs.

The toll increases vary according to facility, but average from 45% to 55%. Passenger car rates now are 25¢ on the Trenton-Morrisville, New Hope-Lambertville, Easton-Phillipsburg and I-78 bridges, and 50¢ on the Portland-Columbia, Delaware Water Gap and Milford-Montague bridges, with multiple axle vehicles and trucks proportionally charged on the new scale of fares.

Tandem Toll Collection Plan To Start on New York Thruway

The New York State Thruway Authority announced on August 4 that a plan for tandem toll collection—aimed at minimizing traffic backups at toll booths—is being implemented on the 559-mile superhighway.

Thruway Executive Director John H. Shafer said that "reduction of traffic delays is a priority item at the Thruway Authority. It is the subject of on-going discussions and will continue to be, in an attempt to make Thruway driving as pleasant as possible."

"The Thruway," Shafer added, "is experiencing record traffic. It's important to develop innovative ways to reduce congestion at the toll plazas to preclude the necessity of costly capital expansion."

In the Thruway plan for tandem toll collection, wooden booths, designed and fabricated by Thruway personnel at Albany Division, are being placed behind permanent booths, in the same lanes, at heavily-travelled interchanges so that more transactions may be processed in less time.

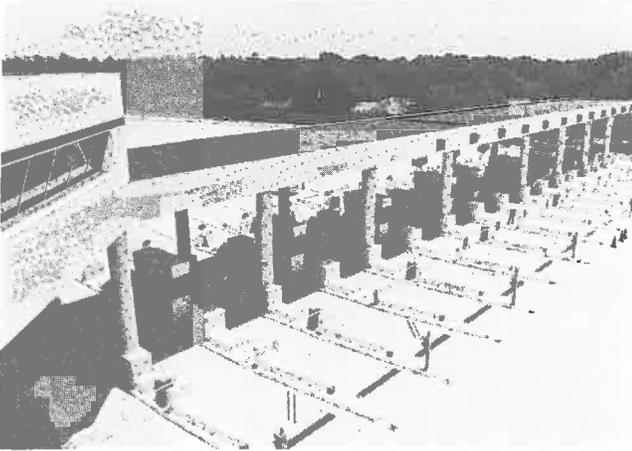
Plans call for having about 20 tandem booths in place by Labor Day at several busy interchanges. Portable booths will be available for other locations when tandem toll collection may become necessary because of special events such as fairs, conventions or concerts.

On July 1, the Thruway experienced its greatest traffic volume ever, when 828,565 vehicles used the road. Thruway traffic volumes are up 12% for the first six months of 1988.

In addition to the tandem booths, the Authority recently offered a six-month permit plate that allows permit holders to exit the Thruway more quickly at toll booths and save on tolls.

Applications for those permits are available at Thruway toll booths or by calling permits offices.

Harris County, TX, Authority Opens Two New Toll Sections



The south mainline toll plaza on the Sam Houston Tollway.

Houston, Texas was the scene of double-header openings of two new toll road sections on June 28 and 29, as the Harris County Toll Authority opened the remaining 8.4-mile section of the Hardy Toll Road on the 28th, and the initial 8.6-mile section of the Sam Houston Tollway on the 29th.

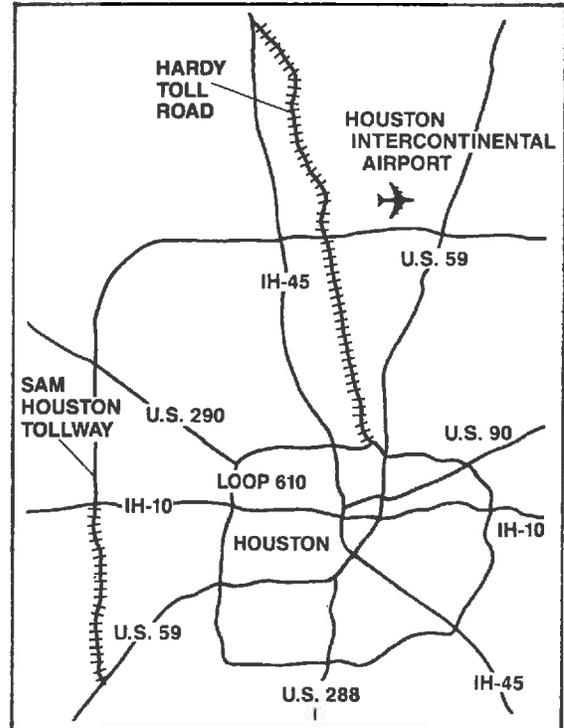
"We now have approximately 30.3 miles of roadway in operation to relieve congestion within the northern and southern areas of Houston, . . . facilities that offer definite time savings for motorists," said Harris County Judge Jon Lindsay, chairman of the Toll Authority.

In addition to traffic relief, Judge Lindsay pointed out the stimulation of Houston's lagging construction and engineering industry by the projects. The Authority issued 73 construction contracts and anticipates letting 26 more to complete the 28-mile Sam Houston Tollway by July 1990. The two toll roads are being built with proceeds of a \$900 million bond issue authorized by area voters in 1983.

The Hardy Toll Road runs in a north-south direction from Loop 610, Houston's inner beltway. The northern portion opened in September, 1987, ten months ahead of schedule. The southern section, from the north belt to Loop 610, was opened last month. (See map this page).

The 21.7-mile Hardy Toll road has eleven major interchanges.

The Sam Houston Tollway runs north from U.S. 59 on the southwest edge of Houston and is complete to Interstate



Location of Houston's new toll roads is shown on this map. Cross-hatched lines show completions to date.

10 west of the city. It will head further north, turn east and connect with the North Freeway and Houston Intercontinental Airport directly north of the city. It presently has ten partial or full access ramps and will have ten more at completion. Estimates are that the roads will be built for less than original engineering estimates. The Hardy Road, for instance, cost \$322 million, \$35 million under original budget.

On the Sam Houston, construction is also taking place on a frontage road system with unlimited access to adjacent property, being built simultaneously by the Texas Department of Highways and Transportation.

Toll for a normal passenger vehicle on the Hardy Toll Road for the full distance is \$2.00. Toll on the present length of the Sam Houston Tollway is 75¢. Another 8-mile section is due to open next July.

Penn Turnpike to Introduce New Road Shoulder Safety Feature

The Pennsylvania Turnpike Commission on Friday, July 15, completed field testing of several Sonic Nap Alert Patterns at the Commission's Safety Testing and Research (STAR) Facility near Breezewood, in Bedford County.

A Sonic Nap Alert Pattern (SNAP) is a roadway shoulder pavement configuration. The SNAP chosen will be part of a safety improvement project planned for construction this fall.

When driven over by a vehicle, the SNAP causes a sound and steering wheel vibration which it is hoped will alert the inattentive and dozing driver. It is the Commission's belief that up to one-half of the Turnpike drift-off-road accidents may be prevented by this safety system.

"Roads & Bridges" Sponsors Rehab/Maintenance Meeting

The second annual International Road and Bridge Maintenance-Rehabilitation Conference and Exposition will be held October 12-14, 1988 at the Westin Peachtree Plaza Hotel in Atlanta, Georgia.

The conference will focus on the maintenance needs of the road and bridge industry, and will explore bridge structures and decks, flexible pavement, pavement management, rigid pavement, soils and drainage, and erosion control.

The conference is produced by 4R Symposiums & Expositions, a division of *Roads & Bridges Magazine*, in cooperation with various industry associations. IBTTA is represented on an International Technical Advisory Board, which will participate in the speaker selection process.

Vollmer Completes Traffic Study On Future of Garden State Parkway

"In simplest terms, the Garden State Parkway cannot continue to maintain the traffic growth it achieved during the 1970's and 1980's without significantly deteriorating traffic conditions."

This was the conclusion of Vollmer Associates partner Gerald Nielsten following the firm's comprehensive study analyzing current and future traffic along the 173-mile highway, prepared for the New Jersey Highway Authority.

The study will be used as a tool for determining where attention should be focused in setting priorities for future improvements. Originally intended to feed recreational travel to New Jersey's southeast beaches, traffic has changed so that 90% of peak-hour traffic is commuter-oriented, and nearly one million tolls are collected daily.

The exhaustive study combined postcard surveys of Parkway motorists, interviews with hundreds of local officials, sophisticated forecasting techniques, demographic and econometric data from nearby agencies, and a new concept known as "background growth" to produce a model for testing out myriad "what if" situations.

The report developed a 70-page summary document that details what the future requires. The computerized model has been installed in the Authority's computer system and the staff has been trained in its use.

The model computes and displays traffic volume projections between any two points along the Parkway and for any annual period to the year 2000.

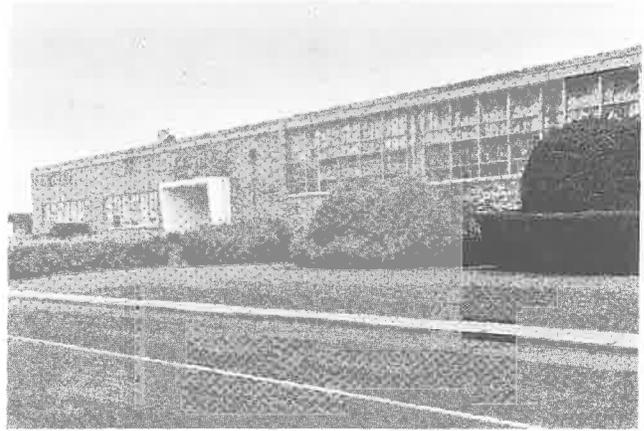
Membership News

The Golden Gate Bridge, Highway & Transportation District in San Francisco has a new telephone number—(415) 923-2200. . . . Thomas H. Boast has replaced Joseph M. Giglio as Principal Contact for Bear, Stearns & Co., Inc. with IBTTA. . . . Figg & Muller Engineers, Inc. has promoted Alan R. Phipps, P.E. to Director, Construction Services Division and promoted Robert F. Wellner to Senior Vice President. . . . Wiyoto Wiyono, MSC, has replaced Joewono Kolopaking in the position of President Director of the Indonesian Highway Corporation, Jakarta.

The Parsons Corporation has added the bridge design firm of Steinman Boynton Gronquist & Birdsall, New York, to its organization. Gus Arango, Steinman's chairman of the board, added, "Parsons can provide additional resources for Steinman's geographic expansion in the areas of transportation study, operations, maintenance and planning." They are already working on several bridge projects through De Leuw, Cather & Co., another engineering subsidiary and IBTTA Member. . . . The Niagara Falls Bridge Commission has a new phone number: (416) 354-5641. . . . The Bridge Grid Flooring Manufacturers Association, Associate Member, has a new address: 231 Church Street, Pittsburgh, PA 15666. . . .

Lois E. Braithwaite, of Atlantic County, was unanimously re-elected Chairperson of the New Jersey Expressway Authority at the Authority's annual reorganization meeting. Other officers re-elected were Chris C. Seher of Absecon representing Atlantic County, Vice Chairperson; and Commissioner Hugh A. Kelly, of Camden County, Treasurer. Other Commissioners on the five-member Board are Daniel Beyel representing Cape May County and Commissioner William L. Dalton representing Gloucester County.

ATS Moves Headquarters To Teterboro, New Jersey



Exterior view of the new headquarters and plant of Automatic Toll Systems, a member of the Cubic Automatic Revenue Collection Group, in Teterboro, New Jersey.

Automatic Toll Systems, a world leader in the toll collection industry for more than 50 years, has relocated. The company opened its new international headquarters in Teterboro, N.J., on July 11, President Tom Quinlan reported.

"It may take awhile before we learn where everything is, but this is going to be good for ATS and all of our customers," Quinlan said. "We now have a modern and efficient facility that is dedicated to the design and manufacture of toll collection systems."

The Teterboro facility has 57,000 square feet on a single level, making it larger and far more efficient than the three-story plant ATS vacated in Mount Vernon, N.Y. Increased parking, improved dock facilities, proximity to three major airports and access to several Interstate highways are other benefits of the move, Quinlan said.

The firm's new address is 25 Central Ave., Teterboro, NJ 07608. Its phone number is 201/288-9595. ATS has approximately 300 employees, including a national service network.

ATS is a subsidiary of the San Diego-based Cubic Corporation and a member of the Cubic Automatic Revenue Collection Group, which also includes Cubic Western Data in the U.S. and Westinghouse Cubic Ltd. in England. "Cubic's broad engineering talents enhance our position in industry and help us better serve our many customers," Quinlan said.

PANY/NJ Truck Study To Help Facilitate Traffic Movement

The Port Authority of New York & New Jersey has completed a two-year study of truck traffic in the metropolitan area.

The study shows that an estimated 65 million tons of freight a year moves eastbound via the Authority's six crossings, making the bridges and tunnels one of the largest general cargo freight facilities in the region.

Information on goods movement provided by the study is being used to develop strategies for easing peak period congestion and facilitating overall freight movement throughout the New York-New Jersey area.

California Conference to Explore Toll Facility Development

The University of California, Irvine has scheduled a workshop to familiarize western state and local government officials and transportation planners with toll financing to meet road needs. "Paying the Toll: A New Perspective on Toll Road Development," will take place November 13-15, 1988 at the Irvine Hilton Hotel and Towers, Irvine, California.

The University's Institute for Transportation Studies and Extension Service have developed four plenary sessions and five workshop panels to address the fundamental elements necessary to successfully develop toll-financed facilities.

The Workshop will open Sunday, November 13, with a bus trip and tour of the Automatic Vehicle Identification system on the San Diego-Coronado Bridge. The California Department of Transportation, IBTTA Active member, operates the Bridge.

Plenary sessions, scheduled for Monday, November 14, include: Demand Estimation and Management; Financial and Institutional Issues; Planning, Design and Operations; and Toll Collection and Automatic Vehicle Identification. Monday's luncheon will feature a speaker on "Toll Roads: A Legislator's View."

Tuesday's concurrent workshop panels will focus on Demand Estimation and Management; Design, Operations and Toll Collection; Assembling the Financial Package; Land Use and Related Impacts; and Gaining Consensus.

IBTTA Executive Director Neil D. Schuster has been invited to join Association Active members John Arnold, Executive Director, E-470 Authority, Denver, Colorado, and John Meyer, Executive Director, Transportation Corridor Agencies, Irvine, California, in the workshop session on finance. A representative of the proposed Dulles Toll Road extension may also appear on the panel.

Registration and additional information is available from Lyn Long, Research Associate and Manager of Information and Extension Programs, Institute for Transportation Studies, University of California at Irvine, Irvine, California; telephone (714) 856-6294.

TRB Record Covers Maintenance, Roadside Management Topics

Transportation Research Record 1127 is entitled "Innovation, Winter Maintenance, and Roadside Management" and contains 11 papers in five categories: innovation, mathematical modeling and data analysis for maintenance planning, enhancing maintenance practices, winter maintenance, and preserving environmental areas touched by highway construction.

The 82-page book can be purchased for \$13.00 from TRB, 2101 Constitution Ave., N.W., Washington, D.C. 20018.

New Member Associate

Prudential Bache Capital Funding
(Underwriting and financial advisory services to state and local governments)
100 Gold Street, Public Finance Dept.
New York, NY 10292
Principal contact: Mark A. Abrams, First Vice President

Maryland Governor Mans Toll Lane on Bay Bridge

In a show of support for the 54 toll collectors at the Chesapeake Bay Bridge, Maryland Governor William Donald Schaefer worked a toll lane collecting fares for almost an hour on a Friday afternoon in August during the weekly commuter rush to the Atlantic beaches on the Eastern shore.

"It's kind of demonstrating how to do it," explained a press aide, "how a smile and a friendly person in the toll booth makes motorists happy." The governor, the former mayor of Baltimore, has a penchant for public relations stunts of this nature to make a point with his staff and constituents.

Well-covered by the media and armed with \$100 in change and a microphone for their benefit, the Governor was carrying out a phase of his "Reach the Beach" campaign aimed at reducing the weekend traffic jams and making it a little more pleasant for those on their way to the shore.



According to the *Washington Post*: "While Schaefer successfully took the money and prepaid tickets from 420 drivers, he failed to 'cover his axle,' toll collection jargon that means the toll taker's count of axles crossing the bridge does not match the number tallied by a machine hooked to treadles at each booth. He ended his shift off by about five cars. (Schaefer actually had it easier than most; he was in an express lane, so he did not have to make change, and only had to learn to use two of the ten buttons toll takers punch to inventory traffic.)

"Missing five cars out of the 420 that passed thru will not bode well for the governor if he wants to be promoted from Toll Collector I to Toll Collector II," the *Post* noted. "An accuracy rate of 99.8 is required for advancement. . . the best qualify for the '600 Club,' meaning they can move 600 cars an hour through their lane."

The bridge is heavily traveled during the summer months as the principal route to the beaches. It carries more than 15 million vehicles a year. Schaefer had some constructive comments for motorists, urging them to pass along their \$1.25 toll without folding up the dollar bill and the quarter and requiring the collector to open it up.

"Overall," the *Post* said, the Governor "was glad for the experience, and emerged more attuned to the pressures of toll collecting—the heat, the wind, the car fumes."

Quotable Quotes

"We are accustomed to driving on most highways without paying a fee. But two financial conditions conspire to circumscribe that privilege—insufficient public funds to build new highways and insufficient resources to maintain old roads and bridges.

"When motorists are asked if they would pay tolls if a highway were improved, the majority say yes. In old cities, such as New York, river crossings maintained with tolls are in far better condition than free crossings. When the city closed the Williamsburg Bridge, motorists said they were prepared to pay tolls if the bridge could be repaired.

"And now we have the imminent start of privately funded toll roads that will be built without being a burden on all taxpayers. A plan to privately build half of a planned highway encircling Denver appears to have won sufficient public support for its sponsors to consider building the other half of the loop.

"Meanwhile, Britain is about to start building its first privately funded and operated bridge over the River Thames. Is an entrepreneur ready to cross the Hudson?"

—Editorial in *ENR*, July 28, 1988

"Better Roads" Magazine Conducts Bridge Rehab, Inspection Meeting

The Bridge Rehabilitation, Inspection and Maintenance Conference (BRIMCO '88) will be held September 11 to 13 at the O'Hare Marriott Hotel. Sponsored by *Better Roads Magazine*, it will be conducted in a "town meeting" format. Special registration fees apply for members of NACE, APWA, AASHTO and NAT&T and other governmental staff. Details from IBTTA.

Triborough Authority Names Three New Executives

President Thomas M. Downs has announced executive appointments in the areas of Human Resources, Public Affairs and Planning and Budget at the Triborough Bridge and Tunnel Authority, New York City.

Philip A. Berry, former Personnel Director for Digital Equipment Corporation's New York District, has been named Vice President for Human Resources, including personnel, labor relations, training and development. A graduate of Queens College, Berry holds a Master's degree in Planning and Administration from Columbia University Graduate School of Social Work and an MBA from Xavier University in Cincinnati.

Catherine T. Sweeney has been appointed Vice President for Public Affairs with responsibility for media, community and inter-governmental relations. Formerly Manager of Communications Services in the Public Affairs Department of the Port Authority of New York and New Jersey, Ms. Sweeney held public affairs positions in New Jersey state government for 11 years and is a former reporter.

Lawrence F. Yermack, former First Deputy Commissioner of the New York City Department of Transportation, has been named Vice President for Planning and Budget. He is a graduate of City College of New York and holds an MBA from Columbia University. A former Assistant Director of Capital Programs in the New York City Mayor's Office of Operations, he was also a Vice President for Administration of Leher/McGovern, Inc., a construction management firm.

Penn Turnpike Applies Quick Fix To Clarks Summit Bridge

The Pennsylvania Turnpike acted quickly to repair a crack in one of the eight girder-hangers on the Clarks Summit Bridge discovered by a routine inspection, closing the bridge to traffic, designing and installing a backup system and reopening the structure to full traffic use in a five-day period at the end of June.

The crack was discovered on June 22, the bridge was closed immediately and traffic detoured from Interchange 37 in Wyoming Valley to Interchange 38 at Scranton. Two engineer firms began a back up system and assembling necessary materials. The bridge is 1630 ft. long and as much as 140 ft. high. All local governments and media were notified and kept informed.

Two days later, constant observation noted no further change in the bridge condition. Design of the structural backup system was completed as the contractor prepared to install it. Meanwhile, two other bridges on the Turnpike with similar design characteristics were re-inspected and certified as in good condition.

By noon, Sunday, June 26, the repair was complete and a re-inspection ok'ed the bridge's reopening on Monday morning in one direction, with traffic resuming in the other direction later in the week. Interchange 37 went back into service on June 27th.

Among IBTTA members providing rapid emergency service were Gannett Fleming Engineers, and Michael Baker, Jr., which designed the remedial backup system, while Parsons Brinckerhoff performed inspection on the Allegheny River Bridge, one of the two bridges of similar design on the Turnpike.

Staten Island Bridges Get More Study

A study of traffic at the Port Authority's three Staten Island Bridges has been authorized by the bi-state agency as part of its evaluation of future transportation needs between Staten Island and New Jersey. The bridges are the Bayonne and Goethals Bridges and the Outerbridge Crossing.

Traffic (from Page One)

traffic on toll roads grew by almost 30%, while bridge traffic grew by 14%. Toll tunnel traffic grew modestly in '84 and '85, but accelerated rapidly in the last two years, achieving a cumulative growth of 16% for the five-year period.

Greatest gains worldwide in toll road traffic were made in Taiwan, Indonesia, South Africa, Korea, and Portugal, ranging from 15 to 53% from 1986 to 1987. Traffic on the eleven toll bridges operated by the Taiwan Highway Bureau increased in 1987 from 39.6 million to 60.5 million vehicles, a gain of 52%, while gains of more than 9% were noted by the April 25 Bridge over the Tagus River in Portugal, the Humber Bridge in England, and several bridges on the border between the U.S. and Canada. With improved connectors, the Houston Ship Channel Bridge in Texas improved its traffic last year by more than 23%. Three Italian toll tunnels increased their traffic by more than 10%, while France's Mont Blanc tunnel into Switzerland gained 19% last year.

The report was distributed to all Principal Officers of members this month. Additional copies are available on request to IBTTA at no cost.