



TOLLWAYS

INTERNATIONAL BRIDGE, TUNNEL AND TURNPIKE ASSOCIATION, INC.

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September 1990

Harris County Opens Last Segment Of Sam Houston Tollway



U. S. Department of Transportation Secretary Samuel K. Skinner joined the Harris County Toll Road Authority in celebrating the completion of the Sam Houston Tollway. Pictured above, Secretary Skinner addresses an audience of nearly 800 at a formal banquet held the evening prior to the opening. Seated to his left is Harris County Judge Jon Lindsay.

As the eyes of the world focused on Houston, Texas and the world's Economic Summit, thousands of Houstonians celebrated the completion of the \$436 million, 28-mile Sam Houston Tollway on July 6 and 7.

The last section of roadway to be opened runs from U.S. 290 through S.H. 249 to I-45 North. Upon its completion, the traffic count on all of Harris County Toll Road Authority's (HCTRA) facilities, which also includes the Hardy Toll Road, increased 67 percent the first week, with additional improvement measured each week.

In order to commemorate the event, the Authority sponsored two days of celebrations. On July 6, nearly 800 people attended a "Houston Rally" banquet to celebrate Houston's success in overcoming its mobility challenges. U.S. Secretary of Transportation Samuel K. Skinner attended as the guest of honor.

Skinner praised the Harris County Authority for its advance planning. He stated, "With vision and determination, Houstonians turned one of the most congested cities in the nation, into a model of mobility and efficiency in less than seven years."

In his speech, Skinner also stressed the importance of greater spending on infrastructure. He noted, "There's no question that America's economic future hinges on the state of our transportation infrastructure."

"Our main challenge is to elevate the importance of infrastructure investment to the level it deserves," Skinner continued.

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Advance Registrations Indicate Successful Annual Meeting

Advance registrations for the 58th Annual Meeting, scheduled for October 6—10 in Pittsburgh, Pennsylvania, point to a successful and well-attended meeting this fall. The conference, which will be held at the Vista International Hotel, will coincide with the 50th Anniversary of the Pennsylvania Turnpike Commission, the host agency.

Delegates are encouraged to register and make hotel reservations early in order to avoid unnecessary problems.

"In the past year, much national and international attention has focused on the toll industry, especially in the areas of future funding and ETTM. The business program showcases these and other important issues," IBTTA Executive Director Neil D. Schuster said.

The program features a variety of business discussions, guest speakers and social events. U. S. Secretary of Transportation Samuel K. Skinner has been invited to give the keynote address. Speakers and panels are listed on page three of August's issue and page seven of this issue.

The annual banquet will bring the meeting to a close on Wednesday night. During the banquet, two special presentations will be made. Marriott Corporation and the Pennsylvania Turnpike Commission have been working to raise funds for the "Make A Wish Foundation." The two will donate proceeds from anniversary edition squeeze bottle sales to the foundation during the banquet. In addition, the American Society of Civil Engineers will make a special presentation honoring the Turnpike on its 50th anniversary for its many achievements in design and designating the Turnpike as a national civil engineering historic landmark.

House, Senate Committees Pass Hazmat Legislation

Legislation to reauthorize the Hazardous Materials Transportation Act has passed the Senate Commerce, Science and Transportation Committee and the House Commerce and Transportation Committee. In addition, the Surface Transportation panel of the House Public Works and Transportation Committee also passed a hazardous materials (hazmat) bill just prior to the Congressional summer recess. The legislation would mark the first major change in hazmat law since 1975.

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Legislation Would Relax Arbitrage Rebate Rules

Two recent legislative initiatives would relax the arbitrage rebate rules contained in the 1986 tax reform law.

Rep. Beryl Anthony (D-AR) has introduced H.R. 5423 to raise the small issues arbitrage rebate exemption from \$5 million to \$25 million and eliminate certain yield restriction requirements if a rebate is paid. The bill would also make the 1989 rebate relief provision retroactive to bonds issued after August 31, 1986, but would not provide refunds for rebates already paid.

Anthony, a member of the House Ways & Means Committee, chaired a commission which explored ways to preserve tax-exempt financing.

Rep. Dan Rostenkowski (D-IL), Chairman of the House Ways & Means Committee, has proposed technical corrections to the 1989 tax law. H.R. 5454 includes provisions which would improve the arbitrage rebate relief measure enacted last year.

AAA-Ohio Poll Shows Support For Ohio Pike Commission

The AAA-Ohio Motorists Association members recently gave resounding approval to the operation of the Ohio Turnpike by its Commission, according to *Ohio Motorist's* July issue. In a survey of the members, 89.5 percent indicated that the administration of the Ohio Turnpike should follow the same course that it has for the past 35 years under the Ohio Turnpike Commission. Another 81 percent did not favor any legislative oversight of the Commission.

The release of the survey coincides with the discussions of a Joint Select Committee of the Ohio General Assembly on the toll road's future. The road was built with the stipulation that it would go toll-free when the bond debt was paid off in 1992.

F. Jerome Turk, editor of *Ohio Motorist*, as well as Public Affairs Director of the AAA Club, presented the results of the favorable survey in testimony before the joint committee headed by State Representative Marc Guthrie.

In his testimony, Turk states (as reprinted in July's *Ohio Motorist*) that "the overwhelming majority of our 575,000 AAA motorists-members want to retain the Ohio Turnpike Commission and the present toll system to assure the best possible management and maintenance of the Ohio Turnpike in the future."

U. S. House and Senate Pass Transportation Appropriations Bills

Prior to their August recess, both the U. S. Senate and House of Representatives passed transportation appropriations bills that set 1991 spending limits much higher than the Bush Administration's proposed budget.

H.R. 5229 set the level at \$14.5 billion. The Senate bill, though slightly lower than the House's with \$13.85 billion, is still well above Bush's \$12.013 billion in highway spending.

The Senate called for a conference with the House to hammer out the differences in their respective bills. The conference will convene after the summer recess.

Toll Road Corp. of Virginia Receives Final Approval To Build Dulles Extension

The Toll Road Corporation of Virginia (TRCV) recently overcame its last obstacle standing in the way of building an extension from the Dulles Toll Road west to Leesburg, Virginia, when it received approval in July from the Virginia State Corporation Commission (SCC).

The 14-mile road is expected to be completed by April 1993, more than a year behind original schedule, at a total cost of \$227 million. It will be the nation's longest privately operated toll highway and the first to be built in Virginia since 1816.

The SCC, which will regulate the operation of the toll road as provided in the 1988 state law authorizing private toll roads, gave TRCV an unconditional certificate of authority, as well as set the final toll schedule.

The commission's decision waives any other agency's or company's right to build a road in the proposed corridor in Loudon County. Over the past few months Virginia Department of Transportation officials made claims that they could build the road faster and cheaper. Virginia Governor L. Douglas Wilder and State Transportation Secretary John Milliken, supporters of the project, finally swayed the opinion of Ray Pethtel, Commissioner of Highways. He wrote to the SCC that VDOT had no funds to build the extension, thus paving the way for TRCV.

In its July order, the SCC said, "Having found that there is a public need for the project, it would be inconsistent with the public interest to deny the application on the ground that its relative project life costs greatly exceed those of which have become totally academic with VDOT having said that it does intend to build the project. Put succinctly, the applicant's proposal is the only game in town."

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House, Senate (from page one)

The Senate bill, S. 2936, was adopted by the Commerce Committee on July 31. The bill is similar in many respects to the House Energy and Commerce Committee language and to the Department of Transportation's (DOT) proposal.

The Senate measure would require DOT to issue routing standards for hazmat shipments and to arbitrate routing disputes between states. The agency would also develop regulations for hazmat shipments by train and explore the need for nationwide registration of hazmat manufacturers, shippers and carriers.

S. 2936 would also establish a permit program for carriers of dangerous hazardous materials, provide funding for emergency response training, and add 30 rail and highway safety inspectors.

The House and Senate Commerce Committees' proposals failed to adopt a controversial national computer system to track hazardous materials shipments. Instead, the Department of Transportation would be required to study current and future tracking systems.

The House Public Works and Transportation Committee is expected to take up its Surface Transportation Subcommittee proposal this fall. The bill emphasizes emergency response instead of an expanded inspection force. It would allow states to develop and enforce federal laws and create a hazmat registration and carrier permit programs.

NEWS BULLETIN

September 7, 1990

IBTTA MEMBERS TO BE COVERED UNDER NEW DISABILITY LAW

IBTTA members are required to comply with various provisions of the Americans With Disabilities Act of 1990, which prohibits employers from discriminating against qualified persons with disabilities. The law, which exempts employers with 15 or fewer employees, was signed at the end of July.

Hiring

Specifically, this law prohibits an employer from discriminating against disabled individuals regarding the application, hiring, advancement, termination, employment compensation, and job training procedures. Failure to make a "reasonable accommodation" to deal with that individual's disability would be considered discrimination unless such accommodation would cause "undue hardship" on the employer.

The law allows an employer to refuse employment to individuals who have an alcohol and/or drug addiction problem. To determine whether a potential employee has a drug or alcohol problem, pre-employment testing is allowed.

Employers have two years to meet these hiring provisions.

Accommodation

In order to ensure reasonable accommodation, the employer has to: 1) make existing facilities used by employees readily accessible to and usable by the disabled; 2) restructure work schedules and re-assign to a vacant position(s); 3) acquire or modify equipment, training programs, and examinations; and, 4) provide qualified readers and/or interpreters.

An employer can prove undue hardship if an accommodation requires significant difficulty or expense regarding the: 1) nature and cost; 2) overall financial resources of the facility, number of facilities involved, and number of employees; 3) type of affected operation(s); and, 4) logistics.

Regulations to implement this section will be issued within the next year. Employers ultimately have 1-1/2 years to comply with this requirement.

New Construction

Employers have 1-1/2 years to design and construct facilities for first time occupancy that are readily accessible to and usable by disabled individuals except where undue hardship can be demonstrated.

Telecommunications

Separate provisions require the availability of telecommunication services for the hearing- and speech-impaired person for employers engaged in interstate and intrastate communication by wire or radio. Such service must be operational 24 hours a day allowing an individual with such an impairment to effectively communicate by wire or radio with a hearing individual. Costs are to be recovered by charging the user a rate for this service only.

It prohibits operators of a telecommunication relay service (TRS) from: 1) refusing any call and limiting any call's duration; 2) disclosing the content of any relayed conversation; 3) keeping records of any call upon completion; and, 4) altering a relayed conversation purposely.

A written description of the TRS must be submitted to the Federal Communication Commission (FCC) for approval. The FCC has one year to issue the necessary compliance regulations. The TRS has to be installed and operational within three years.

IBTTA members will be notified regarding additional compliance requirements and forthcoming agency regulations as the information becomes available. For further details, contact IBTTA's director of government affairs, Ann Warner, at (202) 659-4620.

FEDERAL LEGISLATION OF INTEREST TO IBTTA MEMBERS

The Civil Rights Act of 1990, H.R. 4000/S. 2401, which would overturn 25 Supreme Court rulings that made it more difficult for employees to prove job discrimination, passed the U.S. Congress over the summer.

The Act would expand legal options available to claimants by including monetary damages for pain and suffering, and punitive damages in intentional discrimination cases. Under current law, minorities' legal remedies are limited to back pay and benefits, attorney's fees, and injunction relief.

One concern, as voiced by the Bush Administration, is that employers could be forced to use hiring quotas to protect themselves against discrimination claims.

A House-Senate Conference Committee is ironing-out certain differences between the two bills. Final House and Senate floor action is expected this month. A Presidential veto is likely, should the quota issue not be resolved.

Additional information will be forwarded as it becomes available. For further details, contact IBTTA's director of government affairs, Ann Warner, at (202) 659-4620.



The Sunday evening opening reception drew a large attendance. Pictured above, Ed De Lozier, Virginia Department of Transportation/Dulles Toll Road, Ray Weber, 3M, and Bob Olson, 3M, discuss the upcoming meeting. Both Ed and Bob made presentations during the panel on Current and Proposed AVI Installations.



IBTTA President Henri Cyna, President, COFIROUTE, welcomes an audience of 493 delegates from 15 countries to the international symposium for Electronic Toll and Traffic Management (ETTM). All told, 538 delegates and spouses/guests attended the June meeting in New York, New York.



Representatives from two of the host agencies and the Ohio Turnpike Commission gather at the Sunday reception. Pictured from left to right are: Laura Radin, Kathy Edwards, and Anthony Barber, all from The Port

Authority of New York & New Jersey; Lou Disantis, the Ohio Turnpike Commission (OTC); George Zilocchi, New Jersey Highway Authority; and Allan Johnson, OTC.



ETTM Task Force Chairman Carney Campion (left), Golden Gate Bridge, Highway & Transportation District, and Richard Kelly, The Port Authority of New York & New Jersey, extend their welcomes to the audience during the opening session.



IBTTA meetings afford the international members the opportunity to share their country's problems and successes with others. Vito Rocco (left), AISCAT, takes advantage of a morning break to discuss Italy's state of affairs with Robert Lambert (center), Greater New Orleans Expressway Authority, and George Zilocchi (right), New Jersey Highway Authority.



Throughout the meeting, business sessions were full of attentive and responsive delegates. Some speakers allotted

time for question and answer periods at the end of their presentations. This practice met with much approval.



The ETTM Task Force is largely responsible for developing IBTTA's ETTM program. The Task Force is led by Carney Campion (left), Golden Gate Bridge, Highway & Transportation District. Also pictured are: Bob Woodruff (right), Delaware River Port Authority, and Allan Johnson (center), Ohio Turnpike Commission.



The ETTM program featured numerous guest speakers. Jean Mesqui (left), ASFA, a renowned leader in ETTM innovations, gave the keynote address. Lucius J. Ricchio (right), New York City Department of Transportation, spoke at the Tuesday luncheon.



IBTTA organized its first-ever exhibition at the ETTM meeting, thus, allowing for vendors and delegates to exchange ideas one-on-one. Thirteen exhibitors displayed the latest in ETTM technology at the meeting. As is clear



from the above pictures, the event proved to be a success, as a large number of delegates took advantage of the exhibit.



George Zilocchi, New Jersey Highway Authority, undertook the difficult task of tying the previous days' events together into a five minute conclusion. Representing IBTTA, he, along with Carney Campion, presented the Concluding Remarks and Future Directions.



Al Palmer, Ron Hartje and John Wight, all delegates from Howard Needles Tammen & Bergendoff, and Bob Thiel, Golden Gate Bridge, Highway & Transportation District, meet for refreshments during a morning break.



Pictured above are five of the participants on the panel Current and Planned AVI Toll Installations. They are (from left to right): Paul Smoke, Gross Ile Bridge Company; Kai Bogen, Micro Design A/S; Chris Hill, Castle

Rock Consultants; and Ed De Lozier, Virginia DOT/Dulles Toll Road. Luis Ferreiro (standing at right), Autopistas Del Mare Nostrum, moderated the discussion.

Private Chicago-Kansas City Toll Road Found Feasible

A recently conducted feasibility study found that, under specific conditions, a 521-mile, \$2.1 billion private tollway linking Chicago with Kansas City may be feasible. The road, which is touted in *Privatization Watch* as potentially being the prototype of the 21st century's superhighways, would connect the Indiana Tollroad, just outside of Chicago, with the Kansas Turnpike, outside of Kansas City.

Howard, Needles, Tammen & Bergendoff and Price Waterhouse conducted the year-long \$400,000 feasibility study for the Federal Highway Administration and the Illinois and Missouri Transportation Departments.

The two companies found that truck traffic would provide the financial backbone to the project. According to an IBTTA Workshop presentation made by Joseph Guyton, HNTB, who worked on the project, "Trucking companies indicated that allowing higher gross weights and Longer Combination Vehicles would significantly enhance potential usage of the Chicago-Kansas City Tollway."

Currently, Missouri and Illinois do not permit trucks as heavy as those that are permitted on the Indiana and Kansas Turnpike. The new tollway would cater to these heavy trucks.

The report also addressed the problem of attracting automobile traffic. It concluded that designing much of the road to carry vehicles at 80 mph would create the time savings needed to attract this traffic.

The study called for incorporating sections of existing routes in the final design of the tollway. This proposal would amount to vast savings in construction and right-of-way costs. Four of the five segments included in the plan would remain untolled. The fifth would be reconstructed from a two-lane highway into a four-lane expressway and would be tolled.

Although the researchers looked at non-traditional revenue sources that could benefit from the tollway's right of way, the report advised charging "optimal" toll rates, in lieu of relying on other sources. The demand model used in the study set the revenue-maximizing toll for automobiles at 5.7 cents per mile, 21 cents per mile for trucks.

Warner Named Director of Government Affairs, Will Steer IBTTA's U. S. Legislative Campaign



Ann D. Warner was named Director of Government Affairs at IBTTA, President Henri Cyna recently announced. She will be responsible for all aspects of IBTTA's legislative program, including tracking legislation and monitoring government agencies' activities.

The position was created at the recommendation of IBTTA's Public Awareness Task Force, which saw the need for an organized legislative effort in the U.S. promoting the toll industry and toll financing.

In making the appointment, Cyna stated, "Ann brings to the Association a vast understanding of the legislative process. Her ability to track and lobby numerous, diverse issues will be a definite asset to IBTTA. She will help advocate Association positions on federal funding, technology, bond finance and hazardous materials transportation."

Allan V. Johnson, Chairman of the Public Awareness Task Force, noted that "tolls are one solution for a growing national transportation problem. We want to make sure Congress recognizes and supports this alternative when highway legislation is under consideration."

Warner received her Bachelor of Arts degree in History/Political Economy from Hillsdale College in Hillsdale, Michigan. Upon graduation, she served as a legislative assistant to former Congressman Ken Kramer (R-CO).

Warner also served as Director of Government Relations for two trade associations — the National Association of Water Companies and the Air Conditioning Contractors of America. Most recently, she worked as a Government Relations consultant for a variety of clients.

TRCV (from page two)

TRCV still has a few more hurdles to clear before the project will be up and running. First, it must obtain right-of-way for about five miles of the route from landowners and the Metropolitan Washington Airports Authority. Most landowners have already agreed to provide right-of-way in exchange for interchange rights and/or anticipated property value increases.

The airports authority, however, is holding off on granting any rights until it reaches an agreement with VDOT over the use of surplus revenues from the existing Dulles Toll Road. Airport officials are demanding that the surplus be used for mass transit access to the airport in return for their right-of-way on the airport property (Dulles International).

TRCV indicated to the SCC that it hopes to overcome these problems and complete the project's financing this fall.

Coalition Forms To Advance IVHS Research & Development

A group of business, government and academic leaders recently joined forces to support research, development and implementation of advanced technology to enhance highway transportation. The group, IVHS AMERICA, is organized as a non-profit corporation.

IVHS has the capability to alleviate traffic congestion, improve mobility, increase productivity, reduce fatalities and injuries and increase overall safety and efficiency of highway transportation.

IVHS AMERICA will focus on informing and advising officials in the public and private sector, as well as the general public, of these and other benefits of advanced technology on highway and transit systems.

The corporation will also coordinate research; create standards, specifications and protocols; provide technical and administrative support; and establish and maintain international cooperation in this endeavor.

IVHS AMERICA will be directed by an Executive Committee composed of 50 percent members from the private sector and the other 50 percent members from governmental agencies, universities, professional associations and other non-profit associations. Lester P. Lamm, President, Highway Users Federation, will initially serve as President of the corporation.

Harris County (from page one)

Skinner's policy supports increased flexibility to state and local authorities and greater private sector participation to meet local transportation needs.

On July 7, the celebration continued with a free concert by Huey Lewis and the News on the new road. Secretary Skinner, Executive Director Wesley E. Freise and other state and local dignitaries officiated at the ribbon cutting and celebration, which attracted nearly 85,000 people.

The Sam Houston Tollway, which opened to all traffic on July 8, provides Houston drivers with an alternative to sitting in traffic on I-10 or I-45. It also serves as a direct connector to the Intercontinental Airport and North Harris County.

The Tollway, as Skinner also noted, was completed ahead of schedule, approximately \$100 million under budget, and without dependence on federal funding. HRTCA issued 86 construction contracts in building both the Sam Houston Tollway and the 21-mile Hardy Toll Road. Forty percent of the contractors finished their work ahead of schedule, while 98 percent completed their work under estimated cost.

According to Harris County Judge Jon Lindsay, a member of HCTRA operating board, building the roads without federal funding gave Harris County greater flexibility and more direct control.

"We were able to work directly with dozens of private contractors, giving the project a synergy that allowed the county to complete the system ahead of schedule," Lindsay said.

Irish Consider First Build-Operate-Transfer Project

A public inquiry into the feasibility of a road crossing of the River Lee near Cork, in the Irish Republic, could lead to the country's first build-own-operate-transfer transportation project. The project was originally proposed as a \$45 million to \$55 million tunnel. It is now, however, being reassessed as a less costly bridge, since the bridge would be more attractive to investors.

Officials with the Irish Department of the Environment expect a decision on the fate of the privatized crossing to be made by early next year.

Industry Meeting Notes

October

Public Risk Management Association: "Government Risk Management Seminar." October 8-12; Capitol Holiday Inn; Washington, D.C. The program is designed for government officials and risk management practitioners from cities, counties, school districts, special-purpose governments and state agencies. For more information, contact: PRIMA at 1117 N. 19th Street, Suite 900; Arlington, Virginia 22209; Telephone: (703) 528-7701.

Surface Systems, Inc.: "Fourth Annual International Winter Weather Workshop." October 10-12; Embassy Suites Hotel; St. Louis, Missouri. The conference program, designed for maintenance officials, will focus on improving ice and snow control procedures. For further information, contact Ann Buchman at (800) 325-SCAN; in Missouri (314) 569-1002.

University of Maryland's Transportation Studies Center and Technology Transfer Center: "Traffic Engineering Short Course." October 15-19; Best Western Maryland Inn; College Park, Maryland. The topics of discussion span the areas of Traffic Characteristics; Highway Traffic Safety; Street and Highway Capacity; Accident Records and Location Analysis, to name a few. For more information, contact: Transportation Studies Center; Department of Civil Engineering; University of Maryland; College Park, Maryland 20742; Telephone: (301)454-2438.

November

California Engineering Foundation, California Department of Transportation and Fluor Daniel, Inc.: "Public Private Partnerships in Transportation." November 14-15; Clarion Hotel; San Francisco, California. The conference is aimed at transportation, financial, industrial and government experts. The program will focus on the means to stimulate private investment in the nation's flagging transportation infrastructure. For more information, contact: Dr. Robert J. Kuntz, President, California Engineering Foundation; 913 K Street Mall, Suite A; Sacramento, California 95814; Telephone: (916) 448-5411.

Organisation For Economic Co-operation and Development (France): "An International Conference on Cities and New Technologies." November 26-28, 1990; Paris, France. The seminar is being held in conjunction with a project that is currently being carried out by the Group on Urban Affairs of the OECD on applications of information and communication technologies to improve urban functioning. For further information, contact M. Graindorge, General Secretary; URBA 2000; 8, rue Bellini; 75116 Paris, France; Telephone: (33-1) 47 27 71 00; FAX: (33-1) 47 27 77 43.

Speakers Selected For 58th Annual Meeting

Next month over twenty-five speakers will gather in Pittsburgh to present the latest trends and activities in the toll industry. The program includes five panel discussions, two of which were covered in last month's issue of TOLLWAYS.

Since August, a few changes have been made to the first two panels. First, Larry O'Dell, Florida's Turnpike, Florida Department of Transportation, was added to the panel on *Management Information Systems*. In *New Ideas for the 90's*, Jean-Pierre Boulet, Directeur Adjoint de la Maitrise d'Ouvrage, Societe de l'Autoroute Esterel Cote d'Azur (ESCOTA), replaced his colleague Hubert Maillant. Furthermore, Louis R. Martin, Executive Director, Pennsylvania Turnpike Commission, was added to this panel.

A discussion on *Hazardous Materials Transportation* will follow *New Ideas*. Dariush Farkhondehpay, Science Applications International Corporation (SAIC), will discuss his study of the risk assessment of indoor refueling and servicing of compressed natural gas buses. Christophe Bombard, Legal Advisor, Societe des Autoroutes Paris-Rhin-Rhone (SAPRR), will speak about France's effort on the handling and prevention of accidents involving hazardous materials. Representing the Pennsylvania Turnpike Commission, John A. Boschi, Deputy Executive Director/Maintenance, will discuss the Turnpike's "Pace Program" for traffic flow.

On Wednesday morning, four speakers will address *Funding Future Toll Projects*. Daniel Greenbaum, Senior Partner, Vollmer Associates in New York, New York, will focus on Pennsylvania's expansion projects. John Shafer, Executive Director, New York State Thruway Authority, will speak on the Authority's recent purchase of the Cross-Westchester Expressway, a non-tolled facility. Riccardo Formica, Autostrada Torino-Minano, S.p.A., and William S. Greenberg, Esq., Associate General Council, New Jersey Turnpike Authority, will also make presentations during this panel.

The final panel discussion covers *Selected Issues Relating to Electronic Toll and Traffic Management (ETTM)*. Franco Schepis will present an initial evaluation of the use of the Telepass on the Milano-Napoli motorway, as well as other possible applications of the tele-toll technology. Also included on this panel are the following: Lawrence Yermack, Vice President, Management Analysis, Triborough Bridge & Tunnel Authority; Pierre Jourdan, Societe de l'Autoroute Paris-Normandie; and Daniel E. Mohn, District Engineer, Golden Gate Bridge, Highway & Transportation District.

For any additional information on the content of the program, contact IBTTA headquarters.

Prominent Transportation Engineer, Wilbur S. Smith, Dies At 78



Wilbur S. Smith, a leading innovator in transportation engineering, died on July 25, 1990, in Columbia, South Carolina. He was founder of Wilbur Smith & Associates, IBTTA Associate Member.

Smith began his career in transportation as an engineer for the South Carolina Department of Highways, upon graduation from the University of South Carolina. In 1952, after studying transportation engineering at Harvard and Yale universities, he founded Wilbur Smith & Associates. He was chairman of the board until his retirement in 1983.

Smith's career highlights include the design and development of major parts of the U.S. Interstate system, the New Jersey Turnpike, the Chesapeake Bay Bridge-Tunnel and the mass transit system in Washington, D.C.

A registered Professional Engineer in all fifty states, the District of Columbia and several foreign countries, Smith served as a consultant to many special interests, including NASA and the Harry Frank Guggenheim Foundation. Until recently, he served as Chairman Emeritus and Director of the Eno Foundation for Transportation in Connecticut.

Smith is survived by his widow, Sarah Bolick Smith, three daughters and three grandchildren.

Members in the News

Michael Baker, Jr., Inc. recently established a new regional office in the Los Angeles suburb of Chino to handle highway design and engineering services for west coast clients. The firm is currently preparing initial design and reference documents for a full-directional highway interchange as part of the \$700 million Eastern Transportation Corridor in Orange County.

Ronald L. Hartje, an associate with *Howard Needles Tammen & Bergendoff* in Irvine, California, received The Institute of Transportation Engineers' Annual Meeting Award. He was judged as having presented the best paper at the August meeting. His paper was entitled "Toll Roads in California."

Membership Changes

Triborough Bridge and Tunnel Authority President *Michael Ascher*, Designated Representative to IBTTA, has a new phone number: (212) 360-3100. . . *E-470 Authority* moved its offices to 7600 E. Orchard Road, Suite 370 South; Englewood, Colorado 80111; Telephone: (303) 773-9588.

Parsons Brinckerhoff Privatization, Inc. moved its offices to 455 Spring Park Place, Suite 100; Herndon, Virginia 22070; Telephone: (703) 478-3196; FAX: (703) 318-9732.

Alan McFarlin, Former Agency Chief and IBTTA V.P., Dies At 68 In England

Alan McFarlin, a former member of IBTTA's Board of Directors, recently passed away in Sussex, England. He was 68. He was active with IBTTA for over twenty years.

McFarlin's career highlights span the areas of covered passenger transport, road haulage and ancillary facilities and operation of toll paying facilities in the United Kingdom and Hong Kong.

From 1961-1964, McFarlin served as Manager of the Mersey Tunnel in Liverpool. In 1972, he was appointed Manager of the new Cross Harbour Tunnel in Hong Kong. In this capacity, he was responsible for recruitment and training of all staff; establishment of by-laws; operations, security and maintenance procedures; and the introduction of local drivers to the discipline of tunnel driving.

McFarlin was active in IBTTA Committees and meetings throughout his career. Prior to retiring, in 1983, he served as IBTTA's Vice President-International Affairs.

Appointments

Richard Bauman was recently named chief engineer for the *E-470 Public Highway Authority*. He replaces Greg Henk who accepted a position with the Transportation Corridors Agencies. Most recently, Bauman served as general manager for Denver's Regional Transportation District (RTD).

Max R. Sproles, P.E. recently joined the firm of *Frederic R. Harris, Inc.* as Vice President and Director of Corporate Development, Southern Region. He will be based out of the firm's Fairfax office at 2750 Prosperity Avenue, Suite 230; Fairfax, Virginia 22031; Telephone: (703) 641-5640.

Edwards and Kelcey, Inc. announced that *Earl Thomas McArthur, P.E.* has joined the firm as Assistant Vice President and Manager of E & K's California office at 2300 Katella Avenue, Suite 355; Anaheim, California 92806; Telephone: (714) 634-9212.

New Members

Active

RED ESTATAL DE AUTOPISTAS DE NUEVO LEON
Trevino 409 Poniente, 4° Piso
Monterrey, N.L. 64800 Mexico
Telephone: (83) 72/63/36 or 72/63/81
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Designated Representative: Joaquin Vallejo,
Director General

Associate

CONTROLLED ACCESS INC.
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1100 Wright Avenue
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Telephone: (609) 964-2700; FAX: (609) 964-9216
Designated Representative: Barry Katz,
President