

TOLLWAYS

JANUARY 1994

Parisian Suburbs Enjoy New Highway



Last October, more than 60 km. of a new highway from Paris to the eastern part of France opened. The Societe des Autoroutes Paris-Rhin-Rhone (SAPRR) built and will operate and manage this section of the A5 highway, linking Paris to its very highly populated southeast suburbs and contributing to the suburbs' economic development.

The unique point of interest of the A5 highway is its coupling with the highspeed TGV railroad line. The building of the highway has not disturbed the TGV line in its active operation.

With the new A5 motorway, the SAPRR now operates more than 1,400 kilometers of turnpikes. By 2000, the SAPRR network is expected to cover about 2,000 kilometers. Its main axis is the A6 between Paris and Lyon. In 1992, more than 85 million vehicles traveled over 10 billion km. on its network. ▼

1994 President's Message

by Russell I. Wilcox

This past year was another great one for IBTTA. I have had the pleasure of working with the Association's leaders and staff in preparing to focus on a few important goals during my term as President; and I look forward to an exciting and successful year ahead.

Last year's ETMT Symposium in New York was an unqualified success, and we will continue to maintain an active program to assist in furthering the development of this technology. We will also continue to represent our industry in a number of efforts to set ETMT standards.

Additionally, we will maintain a high profile in Washington, D.C., representing the industry before Congress and the Administration on a variety of issues. We will pursue full funding of ISTEA and effective use of the U.S. federal-aid toll program, monitor developments on the North American Free Trade Agreement as they impact on land border crossings, push for improved Canada-United States border inspection manpower and resource levels, and continue our efforts to obtain adequate radio frequencies for effective toll agency communications and ETMT operations.

IBTTA and its member agencies throughout the world — with their efficiency in moving people and products — have and will continue to play a role of growing importance in the resurgence of the world economy. Therefore, the international program is central to our future success, and I plan to work very closely with our Board members and Past Presidents from outside the U.S. to continue the momentum of these programs and their benefits.

Over the last several months, I have thought a great deal about the honor and privilege of serving as 1994 IBTTA President; most often my thoughts turn to performing the job with dedication and commitment. The Association's path of roadways, bridges, and tunnels has many guideposts to help me along the way, including the Past Presidents — be they present or only in our memory — the Board of Directors, Committee Chairpersons, IBTTA staff, and each of you. With your guidance and support, the future success of the Association is assured. I look forward to serving you in 1994. ▼



Russell I. Wilcox
IBTTA President

INSIDE

2

IBTTA Notes Passing of
Two Long-Time
Industry Members

3

New Jersey Turnpike
Urges Employees to
Car-Pool

4

Harris County Toll Road
Authority Moves Ahead
with East Belt Toll Project

5

Concession Management &
Marketing Forum Plans
Future Efforts

IBTTA

Mexico "Pioneers" National Highway Program, Toll Projects

Privatization Watch newsletter recently named Mexico "the pioneer in North America with a planned 6,000-km. network of new privatized tollways under way." And, according to *dateline Mexico*, a news and finance newsletter published by the Mexican news agency Notimex, the second phase of Mexico's National Highway Program will budget \$16 billion from 1995 - 2000 for the network's construction, with much of the new construction sub-contracted out to private companies, along with upkeep of the 46,000 km. of existing national highway system.

However, according to *Privatization Watch*, the Mexican government must "restructure the program, since its original too-short concession periods (sometimes as little as five years) led to sky-high toll rates, discouraging traffic and failing to produce sufficient revenue." Also mentioned was a 1993 goal to "add electronic toll collection (ETC) to the existing government-developed tollways [and] sell long-term operating rights for several billion dollars."

"In a bid to boost tourism in the Yucatan peninsula, tourist centers Cancun and Tulum in Quintana Roo will be linked by a new highway to Valladolid and Ximich, Yucatan, at a cost of \$50.78 million," noted *dateline Mexico*.

Additionally, according to Henry R. Munoz III, Texas Turnpike Authority Commissioner, who spoke during IBTTA's 1993 Fall Maintenance Committee Conference in San Antonio, Tex., Mexico is also involved in plans to explore bi-national toll projects with the Texas Department of Transportation. ▼

Mexico Inicia Programa Nacional de Carretera, Proyectos de Peaje

El boletín de noticias *Privatization Watch* recientemente nombro Mexico "el iniciador en Norte America con una red planeada de 6,000 kilometros de nuevos peajes privatizados y ya empezados." Y según *dateline Mexico*, una publicación sobre noticias y finanzas, la segunda fase del Programa Nacional de Mexico va a marcar una inversion de \$16 billon de dolares de 1995 a 2000 para la construcción de la red. Según el Ministerio de Comunicación y Transporte de Mexico (SCT), mucho de la nueva construccion va ser sub-contractada a companias privadas, al igual el mantenimiento de 46,000 kilometros del sistema de carreteras nacional que existen.

Sin embargo, según *Privatization Watch*, el gobierno Mexicano tiene que "reconstruir el programa, ya que el muy corto periodo de concesion (a veces tan poco como 5 años) causo tarifas de peajes tan altas como el cielo, disminuyendo el tráfico haciendo decaer ingresos suficientes." Tambien mencionado fue una meta para 1993 de "añadir colección electronica de peajes (ETC) al existente peaje que el gobierno desarrollo [y] vender derechos de operación a largo plazo por varios billones de dolares."

"En una licitacion para empujar turismo en la peninsula de Yucatan, centros de turismo Cancun y Tulum en Quintana Roo van a ser ligados por una nueva carretera a Valladolid y Ximich, Yucatan, costando \$50.78 millon," observo *dateline Mexico*.

Ademas, Henry R. Munoz III, Comisionador del Texas Turnpike Authority, presento planes del Departamento de Transportation de Texas para explorar proyectos de peajes bi-nacionales con Mexico durante la conferencia del Comité de Mantenimiento del Otoño 1993 en San Antonio, Texas. ▼

IBTTA NOTES PASSING OF TWO INDUSTRY MEMBERS

IBTTA notes with sadness the recent death of Past President William D. "Bill" Hoback. Mr. Hoback served as IBTTA President in 1967. He was a 16-year veteran of the Oklahoma State Highway Department, who became Chief Engineer for the Oklahoma Turnpike Authority upon its formation in 1951.

Later, Mr. Hoback was made Chief Executive Officer of the Turnpike Authority. He was a graduate of the University of Oklahoma and a registered professional engineer. Contributions in memory of Mr. Hoback may be made to: William Hoback Memorial Fund, Westminster Presbyterian Church, 4400 Shartel, Oklahoma City, Okla., USA 73118.

Additionally, on November 13, 1993, Derle G. Hagwood, Chief Engineer for the Chesapeake Bay Bridge and Tunnel District passed away. Mr. Hagwood had been with the Chesapeake Bay Bridge and Tunnel District for three years; he had been working on the organization's Parallel Crossings project. Previously, Mr. Hagwood, a longtime industry member, was employed with the Virginia Port Authority. ▼

IBTTA is published monthly by the International Bridge, Tunnel and Turnpike Association, 2120 L Street, N.W., Suite 305, Washington, D.C. 20037-1527. Telephone: 202/659-4620; Fax 202/659-0500.

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TBTA Celebrates 60 Years

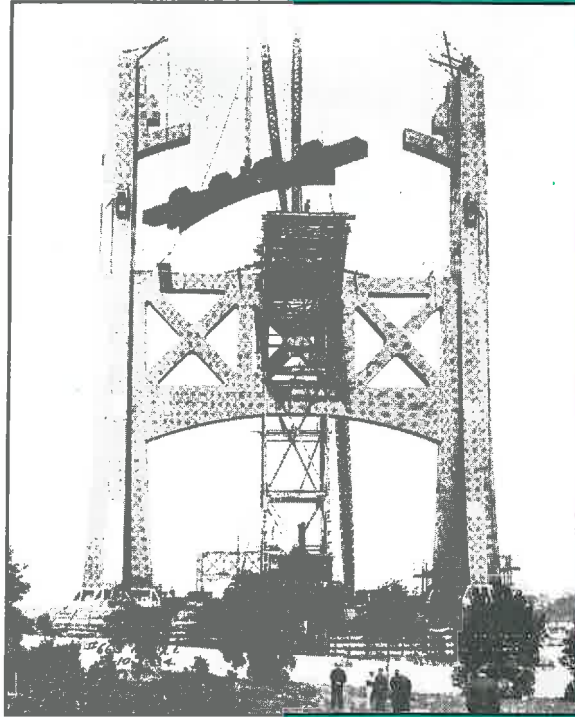
Changes Name to MTA Bridges and Tunnels

The Triborough Bridge and Tunnel Authority — now known as MTA Bridges and Tunnels (effective January 1, 1994) — is celebrating its 60th anniversary year. The Authority was established in the midst of the Depression to build one of the country's largest public works projects of that era, the Triborough Bridge. Additionally, near the end of 1993, TBTA served its ten billionth customer.

In honor of the anniversary, TBTA has produced a newsletter tracing its history and an exhibit of photographs from its archives. The photo collection is considered to be one of the finest records of urban Depression-era public works projects in the country.

"TBTA has been a key factor in the development of the New York Metropolitan area," said Authority President Michael C. Ascher. "Over these six decades, its function has evolved to meet changing transportation needs. Its crossings were built and are cared for to serve the next century."

TBTA, directly or indirectly, built much of New York's arterial highway system, bridges and tunnels, and other massive public works in the dawn of the automobile era. It now plays a dual role, serving a million customers daily on its bridges and tunnels and providing a half-billion dollar annual subsidy to the metropolitan area public transit systems, as part of the Metropolitan Transit Authority (MTA). ▼



Triborough Bridge Construction, 1934. One of the photos in the TBTA's 60th Anniversary Special Archive exhibit.

NJTP Outlines Car Pool Pilot Programs

According to *Pike Interchange*, the internal newsletter of the New Jersey Turnpike, three pilot programs to encourage Turnpike employee carpool participation were recently announced. The Authority's campaign is in compliance with the Employer Trip Reduction mandate of the Federal Clean Air Act and part of an overall effort by federal, state, and local governments to reduce auto exhaust air pollution.

One program, already underway, uses passenger cars in the Turnpike motor pool for the commutation to and from work of employees living within ten miles of the

Turnpike Administration Building. To be eligible for the program, the car must have three passengers; volunteer drivers travel free.

A second program has been designed for employees living beyond the ten mile limit to form their own carpools of three or more per vehicle. This program provides a free tankful of fuel per week, available at pumps in the Turnpike maintenance districts, for the designated car pool auto.

A third program for longer trips will involve three vans — two passenger carriers

and one 15-passenger vehicle — driven by volunteers, who ride free. Fuel will be provided free at the Maintenance Districts with rates for passengers ranging from \$1.00 to \$1.50. ▼

HCTRA Gets OK for East Belt Project

Last September, Harris County Commissioners Court granted approval for the Harris County Toll Road Authority to begin contract negotiations with engineering firms for the design and construction of the East Belt. On September 28, the Texas Department of Transportation issued a Minute Order releasing control and jurisdiction of a 7.78 mile section of right of way of the East Belt, which will allow the Toll Road Authority to construct, maintain, and operate a toll facility in that area.

Noting the "ahead of schedule and under budget" construction of the Authority's Hardy Toll Road and Sam Houston Tollway, Wesley E. Freise, P.E., HCTRA Executive Director, expects to begin construction of the East Belt as early as the second quarter of '94, projecting a 1996 opening.

"During the design phase [of] the project, our agency will be considering the redesign of lane configurations at all five of the existing plazas," Freise stated. "System-wide, our facilities are handling approximately two million transactions per week. With continued growth projections, our plans are to expand and reconfigure our

dedicated EZ TAG lanes, which are expected [to handle] approximately 70% of our traffic volumes in the next three years."

The Toll Road Authority also anticipates an agreement with the Texas Department of Transportation to release the South Belt right of way, which would tie into the East Belt toll project. The entire East Belt and South Belt construction projects, approximately 30 miles, will complete the Harris County Beltway system. The design phase for the South Belt project will be approximately 12 months, with 1997 and 1998 projected opening dates.

Cost for design and construction of the joint project, combined with the estimated acquisition price of the Jessie Jones Toll Bridge, is expected to be approximately \$600 million. ▼

San Antonio Hosts IBTTA Maintenance Committee

Some 131 delegates and guests from 50 organizations gathered in San Antonio, Tex., in late October, to discuss current maintenance theory and practices at IBTTA's Maintenance Committee Fall Conference.

Henry R. Munoz III, Commissioner of the Texas Turnpike Authority, the conference host, welcomed IBTTA to San Antonio. He discussed the Texas Department of Transportation's plans to seek new financing arrangements and partnerships, and to explore multi-modal transportation efforts and bi-national toll projects with Mexico.

James Griffin, Deputy Director of the Texas Turnpike Authority, reviewed progress on the eight-mile extension of the Dallas North Tollway. The extension, which will bring the Tollway to 21 miles in length, will be completed in July 1994, ahead of schedule and under budget. He also discussed a number of innovative public-private projects the Authority is studying, following 1991 and 1993 state legislation that broadened the Authority's scope.

The Maintenance Conference featured more than 30 presentations on a range of topics, including transportation in the aftermath of Hurricane Andrew; incident management systems; motorist information systems; automated bridge inspections; clean air and water quality issues; a legislative update; ETTM policy developments; the impact of electronic toll collection system design on maintenance operations; and new products and procedures to improve toll facility maintenance.

The 1994 Maintenance Committee meetings are: Spring Conference, March 19 - 23, Fort Lauderdale, Fla., and Fall Conference, October 1 - 5, Boston, Mass. Registration materials for the March meeting are now available. ▼

"ERA OF THE CALIFORNIA FREEWAY" COMES TO A CLOSE

"CALIFORNIA'S last freeway is built," an editorial in the October 17 *San Francisco Examiner* proclaimed. The newspaper, noting the recent opening of Los Angeles' \$2.2 billion, 17-mile Century Freeway, lamented the end of the state's "days of building more/higher/bigger" and ushered in a future of "new directions" in "innovation" and "imagination."

In an example of those new directions — and in contrast to the government-funded Century Freeway — the *Examiner* noted the opening of another road that same day, "the initial stretch of the state's first private tollway, paralleling I-5 in Orange County."

"This pay-as-you-go scheme is one new direction for California transportation," remarked the *Examiner*. "...The last freeway is finished, but the information superhighway and other paths to the future aren't far away." ▼

A Look at Japanese Highway Development

(excerpted with permission by Highway News, published by JETRO, (212-997-6463))

The first national highway in Japan was completed and opened to the public in July 1963, just three decades ago. It was the first 71 km. segment of the Meishin Expressway, connecting the second and third largest metropolitan areas in Japan, Osaka, and Nagoya.

It was the first limited access motorway with highly advanced specifications whose speed limit was set at 100 km./hour (approx. 60 miles/hour). Due to the limited availability of construction funds, it was built as a toll road. Since then, all major national highways in Japan have been constructed as toll roads, as are most in France and Italy.

Due to the fast economic growth and expansion of automobile use in both business and the private sector, toll highway construction has accelerated. Each year, new toll highways of about 160 km. (100 miles) open. As of August 1993, the total mileage of highways in operation reached 5,400 km. (3,375 miles).

This extensive network of toll highways has contributed to Japanese industrialization in its initial stage of development, as well as changing people's lifestyles by expanding their mobility in the more advanced stage.

The success of the toll highway system in Japan is comparable to that of the Interstate Highway system in the U.S. But the economic and social impact of Japanese highway development may have been even greater than in the U.S. Japan is a territory that is only one twenty-sixth the size of the U.S., even smaller than California. Yet, it has an Interstate Highway-class mileage of more than 3,000 miles; while California, known as the state with the most developed highways, has an Interstate Highway system mileage of only 2,399 miles. Although

CMMF HOLDS SUCCESSFUL WORKSHOP; PLANS JOINT EFFORTS WITH TRUCKERS

IBTTA's Concession Management and Marketing Forum (CMMF) met in Orlando, Fla., this past November for an intensive two-day workshop on marketing and related issues facing toll agencies.

The meeting included some 15 presentations and in-depth group discussions on a variety of topics, including: marketing commercial revenue through partnerships, marketing toll facilities through public relations, and individual and multi-agency marketing of electronic toll collection. The meeting also covered innovations in travelers' information services, how to improve the Request For Proposal process, evaluating customer satisfaction, and a workshop on marketing fuel services.

CMMF members heard presentations on the mutual benefits of toll agency/trucking firm partnerships. A subcommittee will be formed to further explore the concept and seek opportunities for toll agencies to join forces to market the benefits of toll facilities to trucking interests. Interested toll agency members should contact Forum Chair Susan Daniels at Florida's Turnpike, (305) 583-3111.

Delegates toured American Automobile Association (AAA) national headquar-

ters, visiting the AAA customer service center, cartography department, and trip planning operation. AAA officials explained the group's "Travel Match Express" program.

Florida's Turnpike/Florida Department of Transportation hosted the Forum meeting. In a keynote luncheon address, James Ely, Director of Florida's Turnpike, discussed his agency's current and future expansion activities using existing Turnpike revenues to finance additional expressway toll systems as a result of state legislation passed in 1990. Florida's turnpike revolving loan fund, established without federal or state tax revenues, will be used to finance the construction of 11 new projects, each of which must become self-sufficient within 15 years. Mr. Ely emphasized the advantages of IBTTA membership, noting that his agency benefits from sharing information and networking with toll agency officials in the U.S. and overseas.

The CMMF has two meetings 1994 scheduled — May 4-6 in Baltimore, Md., and October 12 - 14 at a Florida location to be announced. Registration materials for the Baltimore meeting will be mailed to toll agency Designated Representatives and Forum members soon. ▼

other factors such as population, land use, motor vehicle use and industrial development should also be considered, more highway systems in a relatively small land has been a big advantage for building an efficient transportation network.

Because of the natural mountainous geographic conditions in Japan, tunnels and bridges are extensively constructed to accommodate a smooth, straight highway in a deep valley and on mountaintops. Of the 5,400 km. (3,375 miles) of toll highways now open in Japan, tunnels make up 417 km. (260 miles/7.7%) and bridges make up 739.9 km. (462 miles/13.7%).

Back in the U.S., due to vast prairie-type landscape, tunnels and bridges are less common. This affects the relatively low construction and maintenance cost of U.S. highways compared with the costly tunnels and bridges of Japanese highways. ▼



Private Tollways: An International Update

(excerpted from Privatization Watch with permission by Reason Foundation, (310) 391-2245.)

Canada

Canada's first BOT project, the \$1.2 billion Northumberland Strait Crossing, has been temporarily stopped by a court challenge. Meanwhile, the Ontario government is exploring a BOT solution for the long-delayed \$1-billion Toronto Bypass (Highway 407).

Central America

In Central America, a business group called Fedepriac is promoting a multi-billion-dollar plan to upgrade highway and rail systems, including the elimination of remaining gaps in the Panamerica Highway (such as the Darien Gap in Panama). World Bank and Inter-American Development Bank funds are being sought for feasibility studies, but private financing and operation for the actual facilities is contemplated.

South America

The most ambitious project under study in South America is the South American Superhighway, a \$2.5-billion, 1,400-mile project to link Buenos Aires with Montevideo and Sao Paulo. Key to the project is a \$1-billion, 31-mile bridge across the Rio de la Plata. The latter project will be examined in a \$4-million feasibility study to be awarded this year by the World Bank.

Argentina is now seeking bids to upgrade and operate 248 km. of the major Buenos Aires freeways, under 20-25-year concessions. After public opposition to previous highway privatizations, this time the government will insist that upgrades be made before tolls are imposed. Venezuela in January divested the Caracas airport highway in this manner, and in June selected the winning team to take over the Caracas-Valencia highway.

Elsewhere, new privatization plans have been announced in Brazil, Chile, and Colombia. Brazil's Senate is considering a general law on concessions, and the transport ministry hopes to divest 7,500 km. of federal highways in coming years. The large industrial state of Sao Paulo has plans to divest three existing highways near the capital city (Sao Paulo) by year-end; it is also considering BOT development of a \$2-billion ring road. Colombia has announced that both types of highway privatization will be used, but has announced no projects so far. Chile has identified 13 initial projects worth \$325 million, and earlier this year awarded its first concession, for the El Melon Tunnel. It has many other projects in the pipeline, and plans ultimately to divest its entire section of the Pan American Highway (for some \$400-600 million).

Europe

Britain and Germany have the most ambitious divestiture plans in Europe. Germany made headlines earlier this year by announcing plans to corporatize the 11,000-km. autobahn system, selling up to 49.9% to investors. Proceeds from the sale would be used to merge and upgrade the two state railway systems (which will also be corporatized and perhaps privatized eventually). Starting next year, Germans will pay a \$240-annual access fee to use the autobahns, while an ETC system is being installed with completion scheduled for 1998. Because of the corporatization plan, Germany's earlier plans to begin using BOT for selected additions have been dropped.

The big news in Britain is the May release of the government's Green Paper on how best to charge our roads in the future. One option is sale of either the motorways (estimated value \$26 billion) or the entire road network (\$116 billion). Britain's motorways alone need \$19 billion worth of upgrading this decade and traffic congestion is a serious problem in many cities. Electronic congestion pricing and privatization could be the answer. Elsewhere, Scotland is pursuing its first two BOT projects, a 30-mile tollway from the English border to Edinburgh and a second bridge across the River Forth. And Ireland is considering creation of a National Roads Authority with the power to initiate private tollway projects.

On the continent, the Hauts de Seine regional government in the Paris metro area in April authorized the \$5.4-billion MUSE toll-tunnel project, which will add 29 miles of congestion-priced tunnels, aimed at reducing street-level congestion. And Greece is holding BOT competitions for \$1.2-billion worth of tollways near Athens, a 2.5-km. bridge at Rion, and a 1-km. undersea tunnel at Aktion. ▼

Coming Soon: Eastern Europe, Asia, and Australia Updates.

MEMBERSHIP UPDATE

MARC E. DEFLIN has joined *AT/Comm, Inc.*, Marblehead, Mass., as Vice President in the ETTM System Sales Group.

Green-Pedersen, Inc., has named STEVEN B. GREENMAN to senior vice president and branch manager and RAYMOND D. THIERREN to assistant branch manager of its Babylon, N.Y., office.

Envirodyne Engineers, Inc. (EEI), was recently acquired by *AECOM Technology Corporation*, Chicago, Ill. *AECOM* plans to form *CTEE*, a new company which will utilize the combined strengths of *EEI* and another of its firms *Consoer, Townsend & Associates, Inc. (CT&A)*.

Consoer Townsend Envirodyne Engineers recently announced the appointment of JAMES J. POWERS to Executive Vice President - Manager of Operations.

KENNETH G. SISLAK has joined *Wilbur Smith Associates'* Columbia, S.C., headquarters as Director, Public Transportation with the firm's Transportation Group.

Surface Systems, Inc., St. Louis, Mo., recently announced the appointment of MARK D. GREER to the position of Director, Engineering, Research and Development for the computerized pavement monitoring systems.

Greiner, Inc., recently announced that JOHN E. TARQUINIO has joined the company's King of Prussia, Penn., office as a structural engineer.

McCarter & English, with offices in Delaware, New York, New Jersey, and Florida, recently announced that William S. Greenberg has become a Senior Partner of the firm. ▼

MEETINGS OF INTEREST

1994 National Pavement Maintenance Exposition, January 20 - 23, Nashville, Tenn., Information: Janet E. Doyle, (708) 543-0870, ext. 182.

11th Annual International Bridge Conference, June 13 - 15, Pittsburgh, Penn., Information: (412) 261-0710.

1994 Government Finance Officers Association Annual Conference, June 5 - 8, Minneapolis, Minn., Information: (312) 977-9700.

Fourth Annual IVHS America Meeting, April 17 - 20, Atlanta, Ga., Information: (202) 857-1202.

International Road Federation Third Executive Conference on "Motor Vehicles and the Environment," May 15 - 21, Orlando, Fla., Information: (202) 544-2106; fax (202) 479-0828. ▼

The following publications of interest are now available from the Transportation Research Board (TRB), National Research Council, 2101 Constitution Avenue, N.W., Washington, D.C. 20418 USA (202) 334-3214:

- **Transportation Research Record (TRR) #1396: Operations and Safety; Planning and Administration Nonmotorized Transportation Research and Issues**, 80 pp., \$24.00
- **TRR #1393: Bridges, Other Structures, and Hydraulics and Hydrology: Structures**, 198 pp., \$41.00.
- **TRR #1398: Highway Operations, Capacity, and Traffic Control: Traffic Flow and Highway Capacity**, 135 pp., \$28.00.
- **National Cooperative Highway Research Program (NCHRP) Synthesis #187: Rapid Test Methods for Asphalt Concrete and Portland Cement Concrete**, 47 pp., \$10.00.
- **NCHRP Synthesis #186: Supplemental Advance Warning Devices, A Synthesis of Highway Practice**, 83 pp., \$19.00
- **NCHRP Synthesis #191: Use of Rumble Strips to Enhance Safety**, 74 pp., \$19.00.
- **NCHRP Report #357: Measuring State Transportation Program Performance**, 95 pp., \$24.00.

Also Available:

From the Reason Foundation:
High Occupancy/Toll Lanes: Phasing in Congestion Pricing a Lane at a Time, by Gordon J. Fielding and Daniel B. Klein. Information: 3415 S. Sepulveda Blvd., Los Angeles, Calif., USA 90034; (310) 391-2245; fax (310) 391-4395. ▼

1994 IBTTA CALENDAR OF EVENTS

For more information on any of the following events, please contact IBTTA, (202) 462-4620.

Maintenance Committee Spring Conference	March 19 Ft. Lauderdale, Fla.
Administration, Finance and Risk Management Meeting	April 9 - 13 San Antonio, Tex.
Engineering and Design & Research Meeting (and Board of Directors Meeting)	April 23 - 26 San Francisco, Calif.
Concession Management and Marketing Forum	May 4 - 6 Baltimore, Md.
Operations and Public Relations Meeting	May 14 - 18 Richmond, Va.
Governmental Relations & Law, Patrol & Telecommunications Subcommittees Meeting	June 13 - 14 Toronto, Ontario, CANADA
Maintenance Committee Fall Conference	October 1 - 5 Boston, Mass.
Concession Management and Marketing Forum	October 12 - 14 Location to be selected
62nd Annual Meeting (and Board of Directors Meeting)	October 29 - November 2 Orlando, Fla.

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