

# Tollways

& ETC FORUM



INTERNATIONAL BRIDGE, TUNNEL AND TURNPIKE ASSOCIATION

FEBRUARY/MARCH 2001

## Florida's Turnpike Celebrates Milestone, Opens Suncoast Parkway

**O**n February 3, 2001, more than 1,000 guests gathered to celebrate the grand opening of 31 miles of the Suncoast Parkway Project I in western Florida, north of Tampa. Neither cold, nor rain

could keep an enthusiastic crowd from celebrating the opening of the newest and largest expansion project for the Florida Department of Transportation's Florida's Turnpike District.

The newly opened Suncoast Parkway Project I provides limited-access, high-speed travel through Hillsborough, Pasco and central Hernando counties north from Tampa to State Road

50. Residents now have a quicker and more convenient commute to and from Tampa or Tampa International Airport. The \$507 million Parkway will also help to alleviate congestion on nearby U.S. 41 and

U.S. 19. The project's final 11-mile segment from State Road 50 in Hernando County to U.S. 98 near the Hernando-Citrus county line is scheduled to open in summer 2001.

Florida State Representative David Russell and Don Crane, president of Floridians for Better Transportation, preceded Turnpike District Secretary James Ely in citing the benefits of the Suncoast Parkway.

"The Suncoast provides better access for our businesses, ... and the bike paths are alternative means of transportation," Russell said. "It's intelligent in design. We did not wait for gridlock."

Running parallel to the Parkway, the paved Suncoast Trail provides a safe, alternative route for bicycle and pedestrian traffic in the three counties. Animal crossings have also been built beneath the roadway.

"You've got to plan for the future," Crane said. "The Suncoast is a great opportunity for the folks of Pasco and Hernando counties, ... and for improving economics in Florida."

The Suncoast Parkway represents several "Firsts" for Florida's Turnpike District: it is the first expansion project built with a parallel bicycle/pedestrian trail;

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The official ribbon cutting of the Suncoast Parkway Project I was heralded by bursts of confetti and followed by a "transportation parade" that showcased a marching band, motorcycles, antique and classic cars, and dozens of law enforcement and emergency services vehicles.

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## N.Y. Appellate Court Upholds Lower Court Ruling on Fuel Taxes

By Neil Gray, Director of Government Affairs

**A** New York State appellate court upheld a lower court ruling that fuel taxes are a consumption fee, not a user fee, in a case brought against the state seeking reimbursement for fuel taxes paid by truck drivers on the New York State Thruway. The Owner-Operator Independent Drivers Association (OOIDA) had brought suit in several states, arguing that a usage tax in addition to the toll constituted a violation

of the commerce clause of the U.S. Constitution. OOIDA argued that the fuel tax revenues were not available for use on the Thruway and that this constituted a form of double taxation. The appeals court held for the state in that the tax was uniformly applied to both in-state and interstate travelers, and because it doesn't hamper trade or movements, it doesn't violate the commerce clause. ■

## Energetic and Enthusiastic Change

EXECUTIVE DIRECTOR'S MESSAGE



Neil D. Schuster  
IBTTA Executive  
Director

**W**ilbur Smith Associates recently unveiled a new corporate logo and a re-designed company newsletter. In a recent issue (*Keeping Tabs*, December 2000), a note from the editor explained the changes, adding "(W)e will continue

to encourage (the newsletter) to change, with the times, just as Wilbur Smith Associates is energetically and enthusiastically changing."

That phrase caught my attention and made me think of our energetic and enthusiastic changes. You are reading one of the more obvious of changes – a re-designed *Tollways*, incorporating our new logo. Other changes – some more profound – are taking place at IBTTA as we implement our strategic plan.

This year, we will launch a fellowship program, hold our first technology workshop in Europe, build on the strength of our recent international outreach efforts, revamp our Committee meeting schedule, and re-design and add functions to our web site.

During this activity, we will take on an office move, relocating to larger space in downtown Washington, D.C., in mid-year, as our current lease expires.

For the staff, it will likely be our busiest year ever. Yet one of our priorities is to maintain our energy and enthusiasm for change, to match the spirit and strength our Directors, Past Presidents, Committee leaders, and Task Force volunteers have collectively summoned to better shape our future. Their energy and enthusiasm also *must* be ours. ■

## Board, Task Forces, Past Presidents Meet in Orlando in Mid-January

**I**BTTA's Board of Directors, Past Presidents Advisory Council, and several task forces met in Orlando, Florida, in mid-January to review association programs and progress with strategic plan initiatives, and prepare for the coming year.

In addition to the Board and Past Presidents Council, the Executive Committee, Budget Task Force, Government Relations Task Force, International Task Force, Long Range Planning Task Force, and Programs Task Force also met. In addition, IBTTA President Paul Violette, Executive Director, Maine Turnpike Authority, led sessions with task force leaders and IBTTA members along the Canada-U.S. border, and conducted an orientation session for new Directors.

The meeting featured a technical tour of Florida's Turnpike. Jim Ely, District Secretary of the Florida Turnpike, Florida Department of Transportation, showcased his agency's new state-of-the-art headquarters during the tour. He and his staff explained how the agency is preparing for the challenges ahead, to continue to provide mobility for Florida's citizens during a time of rapid population growth.

A. Wayne Rich, former board member and chairman of the Orlando-Orange County Expressway Authority, welcomed IBTTA to Orlando and participated in the tour. He explained the activities of TEAMFL (Team Florida), an association of toll operators and related organizations in the state, and how TEAMFL works with IBTTA and its members.

The tour consisted of discussions on operations and law enforcement, a review of a public-private road partnership with the Disney Corporation, and a summary of Florida's Turnpike partnership initiatives. Turnpike consultants work alongside permanent staff at headquarters and provide maintenance services, intelligent transportation systems advice and support, and traffic engineering expertise. The agency plans to reduce in-house employment by one-third over the next five years and will ultimately outsource all toll collection operations.

The agency, which adopted the slogan, "For the long haul, or just around town..."

we're with you all the way," makes major contributions to meet current and future transportation needs in Florida. The move to a new facility in Orlando followed a decision to relocate agency headquarters from Tallahassee, the state capital, to a location central to Turnpike facilities and closer to the agency's customers.

Florida's Turnpike made major contributions to expand the state's road system, leveraging a number of new toll projects over the past 12 years. Since 1990, 140 miles of new toll roads were added, an investment of \$2.4 billion. The agency will finance further expansions, growing the toll system to 460 miles.

*The Turnpike District is exploring how it should position itself for the future, including alternative ownership and operation models.*

Deborah Stemle, Director of FDOT's Office of Toll Operations, discussed the Turnpike's transition from traditional toll collection to electronic toll collection (ETC). More than 300,000 SunPass transponders are in circulation – well beyond projections – with growth planned as the agency moves to full state-wide deployment. The agency is working with toll expressway authorities in Florida to provide customers with a single, interoperable, seamless ETC system.

The Turnpike District is exploring how it should position itself for the future, including alternative ownership and operation models. The Turnpike District expects to leverage additional road construction to help meet state mobility needs and has studied options including independent authority status and enterprise status to allow it greater flexibility in achieving its long-term goals.

IBTTA meetings focused on a review of long range plan initiatives and how the association should develop a formal process to evaluate these programs and launch a second strategic planning cycle. The Board also will re-evaluate the association's Innovation Awards



■ **Douglas F. Smith, P.E.**, has been named to lead the Cleveland, Ohio, office of *Baker and Associates*, a subsidiary of *Michael Baker Corporation*.

■ *The Golden Gate Bridge, Highway and Transportation District* has announced several new appointments: **Susan Chiaroni** to the position of Deputy General Manager - Bus Division; **Teri Mantony** as the Deputy General Manager - Administration and Development; and **Joseph M. Wire** as Auditor-Controller.

■ *Goodkind & O'Dea, Inc.* appointed **Gary E. Neuwerth, Ph.D., P.E.**, to the position of President of the company.

■ **John W. McMahon** joined the staff of the Transportation Planning Department of the New York office of *URS Corporation* as a Director of Toll Studies. He has more than a decade of experience in the transportation planning industry. ■

## A History of Exceeding Expectations

By Neil D. Schuster

"We have a history of exceeding expectations," James H. Pugh, Jr., Chairman of the Orlando-Orange County Expressway Authority (OOCEA) wrote in a letter introducing the agency's 2000 annual report. Though it may sound like a bold statement, the facts bear him out.

Last year, OOCEA launched express E-PASS ONLY lanes, allowing customers to pay tolls at 65 miles per hour. The electronic toll collection system (ETC) is a critical tool in maintaining throughput for an agency that has experienced staggering annual growth of 13 percent over the last decade.

An innovative finance approach allowed OOCEA to blend several mechanisms to fund State Road 429, a safe and fast route linking several economic centers in central Florida. The first leg opened in 2000 and an interchange with Florida's Turnpike is planned.

OOCEA also improved State Road 408, the second busiest highway in the region. Dedicated ETC lanes now operate on the facility.

Dedicated ETC lanes provide customers with the ultimate convenience, and they may have played a role in OOCEA reaching, and

quickly exceeding a milestone 200,000 transponders. The agency hasn't stopped for long to rest on its technology laurels. A switch to SunPASS will enable compatibility with Florida's Turnpike (certain to be a significant convenience for customers of both agencies), and agency officials are pursuing plans to add new applications to the ETC tag.

OOCEA revitalized its relationship with the community, maintained an aggressive advertising program, and gave customers an opportunity to conduct transactions on the Internet.

Reading through the report...

The toll industry has a history of exceeding expectations. Toll operators around the world have financed, designed and built an impressive inventory of roads, bridges and tunnels. And they operate these facilities efficiently, safely. Over the years, our industry has crafted a history of exceeding expectations...

It is no surprise that the OOCEA annual report is titled *The Future is Here*. If you do read it, please don't overlook the back cover. It sums up the OOCEA's customer-driven mission: *We get you there... We bring you home.* ■

### Board, Task Forces, Past Presidents Meet, CONTINUED FROM PAGE 2

program to improve its value to members.

Directors heard an update on developing ETC performance specifications and learned that the ETC Performance Specification Task Force has made significant progress in this area. Future meeting locations were considered, and Directors explored revenue enhancement options to meet future needs, including alternative sources of income. A subcommittee of the Budget Task Force will be formed to conduct this analysis this spring.

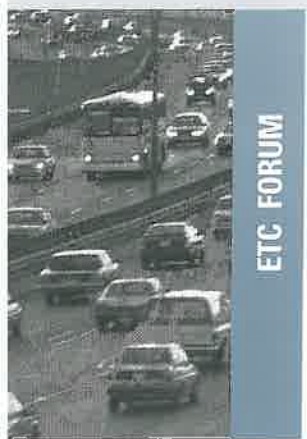
The Board also reviewed plans for IBTTA's first technology event outside North America, a European Technology Workshop set for mid-November in Lisbon, Portugal. Directors learned that several IBTTA members in Europe will participate in the Washington,

D.C., Technology Workshop and the association will encourage North American members to participate in the Lisbon workshop.

Directors elected the association's Officers to serve as the 2001 Executive Committee: IBTTA President Paul Violette, First Vice President Hal Worrall, Second Vice President Vince Leonetti, International Vice President Jean-Francois Poupinel, Immediate Past President Luis Ferreiro, and Executive Director Neil Schuster as an *ex officio* member.

Burt Marshall and Bruce Zimmerman, two new Honorary Members of the association, elected at IBTTA's 2000 Annual Meeting, joined Directors and Past Presidents in Orlando. ■





ETC FORUM

## IBTTA Releases Request for Consultant Services for ETC Performance Specification

By Tim McGuckin, Director of Technology Programs

**A**s the result of a one-year effort initiated by the IBTTA Board of Directors, the Electronic Toll Collection Performance Specification Task Force & Work Group has created draft performance specifications for new-generation ETC systems (see related article). The second stage of this project is the verification and completion of the specification by a qualified second party. Below is the statement of work for this task. For those interested in learning more, please contact me at [mcguckin@ibtta.org](mailto:mcguckin@ibtta.org) or 202-659-4620.

### Statement of Work (SOW) for Consulting Services to Finalize the "5.9 GHZ On-board Equipment and Roadside Equipment Performance Specifications for Electronic Toll Collection"

#### Project Origin

At the present time throughout North America, Europe and Asia, electronic systems are employed for the purpose of toll collection (ETC) and intelligent traffic (ITS) employing dedicated short-range communications (DSRC) systems. These systems were derived from technologies that were employed for other identification purposes, namely cattle management and, later, expanded to cargo container and rail car tracking. As a result, while there is a single spectrum band of choice in North America, 915 MHz, there are two competing technologies, active and backscatter.

Concurrently, the Institute of Electrical and Electronics Engineers (IEEE) and the American Society for Testing and Materials (ASTM) have participated in the standard-setting process for ITS architecture and detailed data set definitions for transponders. The IEEE effort has resulted in a standard for the Application layer (Layer 7) and a Base Message Sets (IEEE Std 1455) for toll collection, traffic management and border crossing/CVO. To date, ASTM has approved and distributed standards for the Physical layer (Layer 1) but has not been able to reach agreement on the Data Link Layer (Layer 2). These standards describe an enhanced 915 MHz band product capable of supporting either active or backscatter technologies.

To foster the interests of the toll industry, IBTTA created the Electronic Toll Collection Performance Specification Task Force (EPSTF) comprised of toll industry leaders Michael C. Ascher (Chair), Jean-Francois Poupinel, Harold Worrall and Gino Zomparelli. The mission of the EPSTF is to

"foster and promote the development of international standards for ETC that meet the functional requirements of the toll operators including their functional relationship with future applications of the technology." The EPSTF established a Working Group (the EPSWG) to create performance specification standards to solve issues of product compatibility. The draft document, based on North American standards for electronic toll collection systems operating in the 902-926 MHz band entitled, "5.9 GHZ Onboard Equipment and Roadside Equipment Performance Specifications for Electronic Toll Collection" (to be defined herein as the "EPSTF Specification") is the result of their efforts.

IBTTA is seeking to engage the services of a qualified consultant to complete the efforts of the EPSWG, specifically in the areas relating to the applicable details of the ASTM DSRC Specifications.

#### Consultant Experience

The Consultant shall have extensive knowledge of the ASTM DSRC Specifications, Layers 1, 2 and 7, as well as general experience in the drafting of national standards. Additionally, the Consultant shall have a working knowledge of current electronic toll collection systems.

#### Project Activities

The major task for the Consultant shall be to review the DSRC Specifications and include the minimum requirements of Layers 1, 2 and 7 into the (draft) EPSTF Specification. The EPSTF Specification is based on North

American standards for electronic toll collection systems operating in the 902-926 MHz band but has been significantly modified to include input from international participants.

The Consultant shall ensure that the final draft accommodates both active and backscatter technologies and provides an effective migration path between legacy systems and the new standard acceptable to the toll industry.

The Consultant shall work closely with the EPSTF Working Group and participate in its telephone conferences and workshops in developing the EPSTF Specification. The process of review is the following:

- (a) Review by the EPS Working Group
- (b) Review by the EPS Task Force
- (c) Review by the IBTTA Board of Directors
- (d) Review by the IBTTA Membership

The Consultant shall incorporate all appropriate technical comments into each draft in preparation for the subsequent submission. After the inclusion of comments by the IBTTA Membership, IBTTA will distribute the EPSTF Specification to the various standard-setting organizations developing DSRC specifications in order to advance the interests of the toll industry.

#### Project Duration

It is expected that the results of the project will be presented at the IBTTA Technology Workshop, June 23-26, 2001. ■



### Correction: ITS America Report to the FCC on 5.9GHz Service Rules

In a recent *Tollways* newsletter, we reported on the proposed schedule for final service rules pertaining to the 75Mhz of bandwidth allocated by the FCC for DSRC services. The dates have changed. It will take longer. As such, here is the new (estimated) timeline:

- ITSA report filed in October 2000;
- FCC will put out its Notice of Proposed Rulemaking (NPRM) in September 2001;
- FCC will issue a report and order in April 2002; and,
- FCC will issue licenses in September 2002.

On a related note, The American Association of State Highway & Transportation Officials created a working group to undertake the objective of becoming a national license manager for DSRC services created within the band. IBTTA will be tracking this effort. ■

## Update: Draft Performance Specification for ETC @ 5.8-9GHz

By Tim McGuckin, Director of Technology Programs

MTA Bridges & Tunnels Headquarters, New York City:

**O**n January 11-12, IBTTA's Electronic Toll Collection Performance Specification Work Group met to complete a draft performance specification for new generation ETC systems that will operate in the 5.8 - 5.9GHz range, the same range as is presently used in Europe and Japan, and the new range allocated recently by the FCC in the U.S. The meeting was the culmination of six months of work where the group 'met' via telephone conference calls. The work group is an international, 14-member body that serves at the pleasure of the Task Force of the same name created by IBTTA's Board of Directors one year ago. The mission of the Task Force is: "To foster and promote the development of international standards for ETC that meet the functional requirements of the toll operators including their functional relationship with future applications of the technology." Its creation stemmed from members' realization that the standards processes occurring at the time (and presently) were not wholly reflecting the needs of the toll industry.

The Chair of the Work Group, Bob Gelfand of MTA, is credited with marshaling the talents of volunteers (to include valuable contributions by tag-supplier representatives of the DSRC Industry Consortium) to come up with a near-complete draft specification that was well-received by the IBTTA Board of Directors at their January 21 winter meeting. At that time, the Board declared that this is perhaps the most important activity IBTTA will be undertaking in 2001.

Next, the Work Group plans to develop a Statement of Work (SOW) for consulting services to finalize the "5.9GHz On-Board Equipment & Roadside Equipment Performance Specifications for Electronic Toll Collection" which should be completed by press time (see related article). Following this, the draft specification will be returned to the Work Group and IBTTA members for a comment period. Once assimilated, finalized and passed by the Board, IBTTA will engage in an effort to educate the relevant ETC/ITS stakeholders about the spec and the ramifications it has for the industry. ■



Participating in IBTTA's booth at the Great American Truck Show in Dallas, Texas, this past November were (l-r) Mary Ann Robbins (IBTTA Staff), David Kopp (Texas Turnpike Authority) and Lynn Nixon (Blue Water Bridge Authority). Also participating in the show but not available for the photograph were JoAnn Borst (North Texas Turnpike Authority) and Jim Griffin (Texas Turnpike Authority).



## North Texas Tollway Authority Installs Violation Enforcement System

**S**ecurity cameras are now capturing images of license plates on vehicles that fail to pay tolls on the Dallas North Tollway, President George Bush Turnpike, and the Addison Airport Toll Tunnel.

The highly automated Violation Enforcement System (VES), installed by the North Texas Tollway Authority (NTTA), identifies the license plates of vehicles that fail to pay tolls on NTTA toll roads. The System includes digital camera devices and is functional 24 hours a day, seven days a week. Phase I implementation began in August 2000 at Main Lane Plaza 7 between Preston and Coit Roads on the President George Bush Turnpike and is now complete system-wide.

"The NTTA's Violation Enforcement System has been designed to reduce the number of violations in the toll lanes on the System's toll roads, and assist the Authority in recovering lost revenue due to those violations," says

NTTA Executive Director Jerry Hiebert. "The goal of the NTTA is to collect the appropriate toll from customers. Most patrons pay the toll and receive the time savings associated with NTTA facilities. To enforce collection of the toll, the new VES will monitor toll transactions around the clock and produce digital photographs of the license plates of vehicles that are violators. We are hoping to reduce the number of toll violations by at least 50 percent within the first year of operation."

The new VES continually monitors all toll transactions each 24-hour period and provides a database that can verify violations, produce digital camera images of the license plate of the violating vehicle, and access the State of Texas' Registration and Title System's files to determine the registered owner. Violators will then be sent a violation invoice and notified of the recorded incident(s). The registered owner of the vehicle will be offered an oppor-

tunity to correct the violation by paying an administrative fee for each violation recorded, plus the applicable toll. To avoid further enforcement actions for the violation(s), payment of the total amount must be made within 30 days from the date of the violation invoice.

"The Board of Directors strongly supports this initiative," says former NTTA Board Chairman Jere W. Thompson, Jr. "The Authority's construction of toll roads allows much needed transportation improvements to be built and subsequently operated and maintained without reliance on already constrained transportation funds generated from tax sources. To this end, the NTTA has borrowed in excess of \$1 billion to fund roadway construction in the region. The VES will allow the Authority to implement our goal of collecting all required tolls and continue to be an active participant in addressing the transportation needs of the North Texas region." ■

## Dillard Voted Chairman by NTTA Board of Directors

**O**fficials with the North Texas Tollway Authority (NTTA) announced recently that the NTTA Board of Directors unanimously voted Donald D. Dillard as the new Chairman of the Board. A native of Temple, Texas, Dillard is employed as Vice President-Real Estate for Hunt Petroleum Corporation and has more than 30 years of planning, architectural and development experience in the public and private sectors. Dillard was appointed to the NTTA Board of Directors in 1996 by former Governor George W. Bush and reappointed in 1999. Dillard replaces Board Chairman Jere W. Thompson, Jr., who was appointed to the Board in 1989 and elected Chairman in 1995.

A graduate of Texas A&M University, Dillard earned his Bachelor's degree in Architecture and Master's degree in Civil Engineering. Dillard has extensive experience in a wide range of corporate architectural

projects. In addition to his tenure of more than 17 years in real estate with the Hunt/Hill family, Dillard served as assistant city manager in Waco, Texas.

"Director Dillard's leadership in the community and long-time involvement with the North Texas Tollway Authority's transportation and mobility projects give him the experience to chair the NTTA Board of Directors," says NTTA Executive Director Jerry Hiebert. "The entire NTTA staff has always enjoyed an outstanding relationship with Director Dillard, and we are excited that he has agreed to accept this leadership role. With the amount of construction presently underway and the number of new NTTA projects under development, we look forward to benefiting from both his private and public sector experience and perspective in the policy-making process." ■



Photo credit: Ettings

Donald D. Dillard is the new Chairman of the NTTA Board of Directors.

IBTTA welcomes  
the following new members:

*Associate:*

**ERES Consultants,  
Division of Applied Research  
Associates**

Curt Beckemeyer  
Principal Engineer  
505 W. University  
Champaign, Illinois 61820 USA  
Tel: (217) 356-4500  
Fax: (217) 356-3088  
Description of Business: Pavement  
Engineering & Design

**HALFF ASSOCIATES**

Dennis Satre, P.E.  
Project Manager  
8616 N.W. Plaza Dr.  
Dallas, Texas 75225 USA  
Tel: (214) 346-6200  
Fax: (214) 739-0095  
Description of Business: Consulting  
Engineering / Planning / Architecture

**MasterCard International Inc.**

Jim Reed  
Director, Public Sector Acceptance  
2000 Purchase Street  
Purchase, NY 10577 USA  
Tel: (914) 249-5940  
Fax: (914) 249-4208  
Description of Business: MasterCard  
is currently accepted as payment for  
bridge, tunnel and toll fees in numer-  
ous programs nationwide.

## Sustaining and Associate Member News

**Ascom** has been chosen by CAMBBA Construction Group Consortium to supply one of the most important toll collection contracts recently awarded in Europe, comprising 77.3 miles bypassing the city of Birmingham, England. The Birmingham Northern Relief Road (BNRR) will be the United Kingdom's first tolled motorway. The BNRR will be tolled by way of an open toll system, which means that the road users will pay the toll at only one location, the toll plaza. Every toll lane will be equipped with ETC, automatic coin machine, manual lane controller, toll booth, pre- and post-classification, violation/video enforcement system, and a CCTV system for the supervision of the toll collection system. *Contact:* Marliese Feser 33 1 41 32 70 02.

**Gannett Fleming** received an award for excellent performance in the design for the 1999 outstanding highway project, State Route 1 south of N423 to Scott Run Bridge. This award was presented by the Delaware Department of Transportation.

**Goodkind & O'Dea, Inc.** was recently awarded design of the Triphammer Road Bridge replacement. Located on Livingston County Route 52 in the Town of Avon, the 40 ft. long and 28 ft. wide fiber-reinforced-polymer span will replace a 52-year-old steel and concrete bridge. It will reportedly be one of the nation's longest plastic bridges. The county will competitively select a manufacturer for the new structure later this year. *Contact:* Brooke Weinstein (201) 438-6166.

**International Road Dynamics (IRD) Inc.** has received a notice of intention to award a US\$2.8 million contract by the New York Department of Transportation. The contract is to supply, install, upgrade, operate and maintain 71 Traffic Data Collection Sites throughout the Eastern Region of the state for a period of up to five years. It is expected that the contract will commence in the first quarter of 2001. IRD's Traffic Monitoring Systems have been successfully installed in numerous locations throughout North America and around the world. The systems provide important traffic volume, vehicle classification, traffic flow and other information to improve the quality of road management and maintenance practices. *Contact:* Brian Taylor (306) 653-6611. ■

*Associate Member:*

**MasterCard International Inc.** has extensive experience with a wide range of government entities including highway, bridge and toll roads. MasterCard is currently accepted as payment for bridge, tunnel and toll fees in numerous programs nationwide. New technologies such as transponders, smart cards and automated fare systems have drawn government agencies to explore card acceptance to help them further their goals. Card acceptance helps to streamline payment and collection efforts and improves customer service. The speed, convenience and payment flexibility that cards afford has become a way of life for customers, who now demand an ever-wider variety of payment choices from government agencies. For more information, please contact Jim Reed, Vice President, Public Sector Acceptance at (914) 249-5940. ■

## Chicago to Host Organization Management Workshop in April

The 2001 Organization Management Workshop will be held April 21-24 at The Drake Hotel in Chicago, Illinois USA. This workshop will feature a joint meeting of the Administration, Finance and Risk Management Committees, Public Relations Committee, Government Relations and Law Committees, and Concession, Marketing & Business Development Forum. Our host for this workshop is The Illinois State Toll Highway Authority.

To date, our Gold Level Sponsors for this workshop are MARK IV IVHS, Inc. and TransCore, Inc. Our Silver Level Sponsors are Consoer Townsend Envirodyne Engineers, Inc. and Wilbur Smith Associates.

Committee chairs have prepared an outstanding program that will examine the following cross-cutting topics:

### Government Relations and Law

**Committees:** *Toll Structures: Efforts to Control Driver Attitudes and Behavior through Pricing, Legislative Update, Right of Way Issues - Information Sharing, Right of Way Evaluations, Collective Bargaining, and IBTTA's Industry Position Papers: Countering Anti-Toll Sentiment.*

### Administration and Finance

**Committees:** *Update on Tax Exempt Bonds, Current Issues in Public Finance Disclosure, Organizational Development: Keeping Your Employees in the Loop, Managing/Accepting Change in the Workplace, and New Challenges for Work Force Diversity.*

**Risk Management Committee:** *How Much Insurance is Enough?, "It's None of my Business" ... Or Is It?, and A Team Approach to Return to Work Issues.*

### Concession, Marketing and Business Development Forum and Public Relations Committee:

*Canadian Highway Services; Designing, Developing and Implementing New Service Plaza Agreements; Non-Toll Uses for ETC; Eye on Main Street; Innovative New Sources of Non-Toll Revenue from Toll Booth Advertising; Value Pricing Concepts; and Clean Restrooms Panel Discussion.*

In addition, technical tours of the Navy Pier and Chicago Board of Trade have also been planned. For registration information, preliminary program or additional sponsorship opportunities, please contact IBTTA at (202) 659-4620 or [ibtta@ibtta.org](mailto:ibtta@ibtta.org). ■

For questions on any IBTTA meeting, please call the association at (202) 659-4620. Hotel reservations may be made after the cut-off date but are subject to availability.

### 2001 IBTTA MEETINGS

#### Organization Management Workshop

April 21-24  
The Drake Hotel  
Chicago, Illinois USA  
**Cut-off date: March 30, 2001**

#### Technology Workshop

June 23-26  
The Washington Monarch Hotel  
Washington, D.C. USA

#### 69th Annual Meeting and Exhibition

September 8-12  
Marriott Copley Place  
Boston, Massachusetts USA

#### Maintenance Committee Fall Conference

October 27-31  
Hotel Inter-Continental  
New Orleans, Louisiana USA

#### International Technology Workshop

November 15-16  
Le Meridien Park Atlantic  
Lisbon, PORTUGAL

### OTHER MEETINGS

#### CBCR 2001 2nd Brazilian Congress on Highway Concession

*Sponsored by Associação Brasileira de Concessionárias de Rodovias*  
June 6-8, 2001  
Foz do Iguaçu, Paraná BRAZIL  
Booths: [eventos@vertical.com.br](mailto:eventos@vertical.com.br)  
Travel & Hotel: [dado@nascimento.com.br](mailto:dado@nascimento.com.br)  
Steering Committee:  
[guedes@ibpinet.com.br](mailto:guedes@ibpinet.com.br)

### Annual Meeting Raffle Winner Selected

Vito E. Canuso, Jr., of the Delaware River Port Authority, was the winner of our 2000 Annual Meeting survey raffle. Mr. Canuso won a Circuit City gift card worth \$100. IBTTA received over 125 responses to the survey and thanks everyone who sent in their survey. Your input is critical as the IBTTA Programs Task Force continues its efforts to improve our annual meeting. Next year's annual meeting will be held September 8-12 in Boston, Massachusetts. ■



## HCTRA's Executive Director Wesley E. Freise Retires

**W**esley E. Freise, P.E., Executive Director of the Harris County Toll Road Authority since 1985, retired from the agency effective October 31, 2000. Mr. Freise, who has a total of 25 years in the transportation industry that began with Southern Pacific in 1972, joined the Harris County Toll Road Authority in February of 1984 as Assistant Director of Engineering. Named Executive Director in 1985, Mr. Freise has overseen all phases of financing, design and construction of the entire 86 miles of the Harris County Toll Road system, and has been responsible for setting the structure for toll operations and collections.

"When we first started operations in our office on Benmar, we didn't even have a trash can to call our own," Mr. Freise recalled. "The toll road itself was just a piece of tape stretched out across a map." "Today," he continued, "HCTRA employs over 650 people within the Administrative, Operations and Services Divisions and has an operating budget of \$29 million annually. While we had

visionary dreams for HCTRA's future way back then, it is with a great sense of pride that I can look back on how far we've come in just a few short years."

While Wesley E. Freise, P.E., may be retiring as HCTRA's Executive Director, he has ensured the agency's continued growth with the Westpark Toll Road project well on its way to construction beginning in early 2001. Negotiations are also in progress with Ft. Bend County to help implement their plans for a toll facility, and the extension of the Hardy Toll Road into downtown is becoming more of a reality with Mr. Freise as a spearhead for that project. The extension of the Grand Parkway project from I-10 to US 59 north is also very likely to be built as a toll facility, thanks in large part to Mr. Freise.

Throughout his 25 year career, Wesley Freise has dedicated his life's work to the transportation industry. Harris County has been extremely fortunate to have had the benefit of his extensive background, experience and visionary foresight for the past 17 years,

to guide the Toll Road Authority from a "piece of tape stretched out on a map" to the 86 miles of toll road which now serve over 5 million patrons weekly. His commitment to achieve the goals of Harris County and his dedication to HCTRA and its employees have enriched not only the economic health of the community it serves, but also the lives of many. HCTRA will continue to grow in its success, thanks to the inroads literally paved by Mr. Freise. His many contributions and achievements will long be appreciated by all who have had the privilege of knowing and working with him, as well as by those who benefit from the transportation system he created.

Although Mr. Freise is retiring from HCTRA, he is not retiring completely. He has started his own consulting firm, W. P. Engineering Consultants Inc., and will be doing consulting work for HCTRA in the immediate future. ■

## Bernard Koudelka Named HCTRA's New Executive Director

**H**arris County Commissioners' Court unanimously approved Bernard J. Koudelka, P.E., as HCTRA's new Executive Director effective November 21, 2000. Mr. Koudelka, who served as HCTRA's Assistant Director of Operations for the past five years, was handed the agency's reins after Wesley E. Freise, P.E., announced his retirement from that position effective October 31, 2000.

"I greatly appreciate the opportunity to serve Harris County in this new capacity," Mr. Koudelka said. "The Toll Road Authority has always offered a dynamic environment for minds to grow. There are new challenges to rise to on a daily basis," he continued, "which present themselves in such variety that everyone, from the administrative staff to our field personnel, has the opportunity to develop

both personally and professionally. I am looking forward to the new challenges that face all of us within the agency and to feeling my way into the new responsibilities this position holds to ensure a confidence level for everyone concerned," he said.

Mr. Koudelka, a 1977 graduate of the University of Houston, began his professional career working for the Texas Department of Transportation while still an engineering student. "I worked with TxDOT for 10 years, from 1970 to 1980, beginning my training with traffic surveillance and working up through engineering design," Mr. Koudelka recalled. "In 1980 I joined the Harris County Flood Control group where I stayed for four years, then transferred to HCTRA in 1984 where I was involved with the early design and construction of the Hardy Toll Road and the

Sam Houston Tollway," he said. During his HCTRA career, Mr. Koudelka has worked not only in the engineering department, but has managed the maintenance, operations and services divisions as well.

The background and experience Mr. Koudelka brings to the table will serve him well as the agency continues to expand. "We have over 650 employees now, and over the next five years we will be committing to hundreds of millions of dollars in new construction projects. The challenges will be great," he continued, "and I am looking forward to working through this transition period and effectively fulfilling my obligations and responsibilities as HCTRA's Executive Director," he concluded. ■

**Suncoast Parkway, CONTINUED FROM PAGE 1**

it is the Department's first toll road to include SunPass Express Lanes that allow motorists to bypass toll plazas at highway-speeds using electronic toll collection; it is the first project completed with environmental partnering; and it is the first aesthetically developed Turnpike project.

"This is the fifth major expansion project we've opened in the last seven years," Ely said. "The Suncoast, along with the Veterans Expressway to the south, represents a major transportation corridor of regional significance for this part of the state."

Former Florida Transportation Commissioner Jim Kimbrough emceed the official ceremony, welcoming guests and introducing other distinguished speakers that included Hillsborough

County Commissioner Jim Norman, Pasco County Commissioner Steve Simon, and Hernando County Commissioner Mary Whitehouse.

The celebration was held on the Parkway just south of the State Road 52 interchange in Pasco County. The morning festivities began with a 5-K run and a one-mile "Fun Run." Children enjoyed face painting and jumping in a moonwalk while adults strolled through the exhibits, vendor displays and food booths. As always with Turnpike District grand openings, proceeds were given to a local charity, the Gold Shield Foundation which benefits the families of law enforcement and emergency services personnel who have died in the line of duty. ■

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