TOLL FACILITIES

IN THE UNITED STATES

Bridges - Roads - Tunnels - Ferries

June 2005
Publication No: FHWA-PL-05-018
Internet: http://www.fhwa.dot.gov/ohim/tollpage.htm

Table of Contents

LIST OF ABBREVIATIONS AND ACRONYMS

Auth	**Authority**	**Jct**	**Junction**
Ave	**Avenue**	**Mi**	**Mile**
AVI	**Automatic Vehicle Identification**	**Mtn**	**Mountain**
Brdg	**Bridge**	**NHS**	**National Highway System**
BC	**British Columbia, Canada**	**NS**	**Nova Scotia, Canada**
Cnty	**County**	**ON**	**Ontario, Canada**
Co	**Company**	**Pkwy**	**Parkway**
Com	**Commission**	**Rd**	**Road**
Const	**Construction**	**Rdway**	**Roadway**
Corp	**Corporation**	**Sec**	**Section**
Dept	**Department**	**Serv**	**Service**
Dev	**Development**	**SH**	**State Highway**
Dist	**District**	**St**	**Street**
Dr	**Drive**	**Sys**	**System**
Env	**Environmental**	**TEA-21**	**Transportation Equity Act for the 21st Century**
ETC	**Electronic Toll Collection**		
Expway	**Expressway**	**TIRIS**	**Texas Instruments Registration Identification System**
Ext	**Extension**		
FHWA	**Federal Highway Administration**	**Traf**	**Traffic**
Hazmat	**Hazardous Materials**	**Trans**	**Transportation**
Hwy	**Highway**	**Trnpke**	**Turnpike**
Id	**Identification**	**US**	**United States**
Internatl	**International**	**Veh**	**Vehicle**
IS	**Interstate System**	**Vet**	**Veteran**
ISTEA	**Intermodal Surface Transportation Efficiency Act**	**4R**	**Resurfacing, Restoring Rehabilitation, Reconstruction**

Toll Roads in the United States: History and Current Policy

History

The early settlers who came to America found a land of dense wilderness, interlaced with creeks, rivers, and streams. Within this wilderness was an extensive network of trails, many of which were created by the migration of the buffalo and used by the Native American Indians as hunting and trading routes. These primitive trails were at first crooked and narrow. Over time, the trails were widened, straightened and improved by settlers for use by horse and wagons. These became some of the first roads in the new land.

After the American Revolution, the National Government began to realize the importance of westward expansion and trade in the development of the new Nation. As a result, an era of road building began. This period was marked by the development of turnpike companies, our earliest toll roads in the United States. In 1792, the first turnpike was chartered and became known as the Philadelphia and Lancaster Turnpike in Pennsylvania. It was the first road in America covered with a layer of crushed stone. The boom in turnpike construction began, resulting in the incorporation of more than 50 turnpike companies in Connecticut, 67 in New York, and others in Massachusetts and around the country. A notable turnpike, the Boston-Newburyport Turnpike, was 32 miles long and cost approximately $12,500 per mile to construct.

As the Nation grew, so did the need for improved roads. In 1806, the Federal Government passed legislation to fund the National Road, known as the Cumberland Road. This road would stretch from Maryland through Pennsylvania, over the Cumberland Mountains, to the Ohio River. For a period of time, these roads served the new Nation well. However, with the use of heavier wagons and the large movements of entire families across the country, a strain on the infrastructure was evident. The roads in this country were still dirt and gravel– paved, rutted and impassable in bad weather.

Toward the 1880s, America began to see the increased use of bicycles as a form of transportation, which led to the "Good Roads Movement," mainly through bicyclist clubs across the country. In addition, with the advent of the automobile, new and better roads were required. The Federal Government responded by creating the Office of Road Inquiry in 1893. This agency was responsible for collecting data, answering questions, and assisting in road improvements. Later, this infant agency grew to help finance road construction (Post Office Appropriation Act of 1912), the beginning of Federal-aid roads. Soon, connecting highways emerged from contributions of State and local governments as well as Federal financing. People were traveling further and more frequently.

World War I saw greater dependence on these vital roadways, especially manufacturing centers. Following the war, the Federal Highway Act of 1921 provided financial assistance to the States to build roads and bridges. The need for a nationwide interconnecting system of highways became clearer. By the end of the 1920s, more than half of all American families owned automobiles. Engineers were kept busy building highways, bridges, and tunnels, especially in the larger cities such as New York, Boston, Los Angeles, and San Francisco. Tolls were used on many roads, bridges, and tunnels to help pay for this building boom. The Holland Tunnel in New York was completed in the mid-1920s and opened up routes into the heart of New York City. It was referred to as the "Eighth Wonder of the World." The Golden Gate Bridge in San Francisco, built in the 1930s, provided access into San Francisco from across the bay.

World War II created even greater reliance on our vital highway systems. The roads, bridges, and tunnels served as defense routes for the war effort. After the war, the growth of the suburbs increased the use of the

automobile. The use of the automobile grew to include not only trips to work but to social activities and recreational outlets as well. In the immediate post-World War II era, several States recognized that modern, high quality highway systems were needed to meet this demand. The Pennsylvania Turnpike was the first of these roads, and was an immediate success. From around 1945 to 1955, many States, mainly located in the North and East, began to build State turnpikes on their primary long-distance travel corridors.

Beginning around the time of World War I, the Federal Government, for primarily military reasons, began to study the possibility of building high-quality roads across the Nation. One option for the financing of these roads was to collect tolls. However, the Federal-Aid Highway Act, enacted in 1956--which provided for a coast-to-coast highway system, connecting important cities and industrial centers to one another--was legislated as a tax-supported system, not a toll system. With the implementation of Federal-aid to States to build the Interstate System, proposals for additional toll roads languished. By 1963, the last of the toll roads planned before the Federal-aid system was legislated opened, and few additional proposals were seriously considered.

By 1980, the Nation's highway transportation infrastructure began to show signs of age through heavy use. There was general public concern that the U.S. was falling behind in its commitment to building and maintaining highway infrastructure. Several trends contributed to this perception. There had been phenomenal growth in the purchase and use of highway vehicles. There was an acknowledgment that governments at all levels were short of funds, and that in some cases, rather than continuing to raise taxes, it would be easier to defer maintenance and reconstruction of infrastructure of all kinds. Furthermore, there was a timing problem in that roads built in the peak years of new Interstate construction (roughly 1960-1980) were approaching the end of their design life and were wearing out. These concerns were one reason the toll road concept began to re-emerge.

Another reason toll facilities are being reconsidered is the increasing ability of electronic equipment to identify vehicles and record and store large amounts of data: a technology that is transforming our way of thinking about toll collection. Electronic toll collection (ETC) leads to significant declines in the operating costs of toll facilities. Furthermore, ETC, by not requiring the vehicle to stop, reduces lines at tollbooths, reduces vehicle operating costs, and therefore directly benefits the traveling public. Public acceptance and familiarity with the ease, accuracy, privacy, and fairness of ETC are likely to make these toll-charging methods much more pervasive on toll roads in the near future. Technology does come at a cost. For example, more work must be done to increase compatibility among competing electronic toll collection technologies, but the shortcomings can and will be overcome.

But toll financing concepts are changing in other ways. In some circles, the proposition is put forward that goods and services currently provided by the public sector could also be provided by the private sector, perhaps with gains in efficiency. Highway facilities are identified as one of the areas where the private sector might be willing to invest if there were a high probability of recouping the investment through the collection of tolls. With the possibility of privately financed toll roads, some large engineering and construction management firms believe that a highway market might exist that had not been explored by their firms. Under typical public provision of U.S. highways, the State does (or contracts out) the design work and then awards distinct contracts to carry out parts of the completed plans. If the project meets certain criteria, it is eligible for Federal-aid reimbursement (Federal-aid pays the State back a portion of its costs of construction). Some private firms, however, have proposed to do the whole process themselves and take advantage of efficiencies such as simultaneous design and construction. Furthermore, there was the feeling by these firms that the time might be right to put some of their own equity into these projects, and finance, build, and operate the entire facility themselves.

These forces appear to suggest that both public and private toll roads may be additional means of financing and constructing U.S. highway facilities in the near future. Public-private partnerships, defined as an agreement between the public (government) and the private sector to develop, finance, construct, operate, own, and maintain highway facilities, will be one of the alternatives. To what extent they could become a major force in highway finance will depend on the abilities of the individual public-private ventures to overcome existing institutional barriers.

Current Policy: State Legislative Provisions

It should not be surprising to find that States which pass toll road legislation do not follow a fixed pattern as each State confronts unique circumstances. But the following provisions in State toll road legislation are common:

- creation of an authority or commission,
- scope, purpose, and function of the entity,
- definition of terms
- delineation of the district within the entity operates,
- details about the entity's governing board,
- the legal powers of the entity,
- the authority to issue bonds and use tolls,
- authority to set and revise tolls,
- ability to invest bond proceeds,
- administrative requirements (audits, annual reports, etc.),
- constraints on the use of the funds,
- rights and remedies of bondholders,
- tax-exempt status of the entity's property and bonds,
- venue and jurisdiction for legal actions,
- police powers,
- operating, maintenance and repair obligations, and
- relationships with other entities.

A successful toll road project can be built with virtually any mix of public and private financial sponsorship. Several prototypical models have developed, incorporating increasing amounts of private involvement along with non-governmental funds. As the private sector contributes more equity financing and assumes more risks, the partnership develops more characteristics of full privatization. The structures described here fit along a continuum from traditional public to mostly private:

- *Traditional New Public Highway:* State government ownership and funding with investment commonly justified by general system-wide public needs.

- *Traditional New Public Toll-Road Delivery:* Public authority ownership and operation, using toll revenues to finance non-recourse and State-backed tax-exempt debt to construct the facility and provide interim operating funds.

Although the traditional public toll authority does not incorporate private sector participation in the ways that the models described in the following sub-bullets do, it nonetheless provides an alternative structure for tollways. The following illustrates a number of variations of the traditional public toll authority.

- *City or County Government*: Local toll road and bridge financial and ownership aspects which are completely controlled by a local government. Local taxes and bond revenue may be set aside for specific toll projects as the need arises, and the toll revenues are disbursed as the local government sees fit.

- *Local Commissions or Authorities*: Toll entities which are created by State statute and act like independent State commissions. They are completely financially independent of the local government, although they may be directed by a board of commissioners appointed by the government or actually be a division of the local government. These authorities have ultimate financial responsibility for all commitments entered into and completely fund their own projects.

- *Dependent State Authorities*: In essence, this type of authority acts as a financial extension of the State Department of Transportation. The authority is responsible for all debt issued, but transfers the bond revenues and the operation of the toll system to the State under a lease agreement. The lease payments received from the State are then applied to service the debt.

- *Independent State Authorities or Commissions*: State commissions and authorities which are autonomous in financial responsibilities such as fixing toll rates and charges as well as repayment of debt, but subject to some degree of political control as the governor appoints members of the board and the authority's debt issuance may or may not be subject to review by a State finance board. No funding is received from the State, and ultimate payment of debt is the sole obligation of the authority.

- *Innovative Financing for New Public Facilities:* Public ownership and operation with full or partial reliance on revenue sources such as development impact fees as well as tolls.

- *Blended Public-Private Financing for New Public Toll Road Delivery:* Control and direction under governmental oversight, usually by a local authority; financing delivers a complete, stand-alone project without recourse to government funding if toll revenues are not sufficient.

- *Public-Private Partnerships to Deliver New Road Capacity:* Substantial private equity participation and a strong private role in finance, construction, and operation; public role tends more toward framing the overall agreement, contributing pre-development costs, or assembling rights of way.

- *Privately Supplied New Highway:* Finance provided and risk borne almost entirely by private developers and their financial supporters; significant private equity combined with the issuance of taxable debt.

Current Policy: Federal Legislative Provisions

The Federal-Aid Highway Program has operated under the assumption that tax-supported roads were preferable to toll roads. With the implementation of the 1956 Highway Act legislation, a method for dealing with State toll roads that were to be incorporated into the Interstate System routes was developed. These toll roads were signed as Interstate routes, but continued to collect tolls under agreements which specified that when the toll road bonds were paid off, the toll facilities would revert to toll-free status. Since 1987, Federal legislative actions have revealed a changing attitude about toll roads. The Surface Transportation and

Uniform Relocation Assistance Act of 1987 provided a toll road pilot program in which nine States were given the authority to pursue development and construction of toll roads with up to 35 percent Federal-aid funds. Ultimately, three projects were constructed, and sufficient progress was demonstrated that Congress expanded the toll provisions.

In 1991, the U.S. Congress passed landmark highway legislation, the Intermodal Surface Transportation Efficiency Act (ISTEA). Section 1012 of that Act, now incorporated in Section 129 of Title 23, was designed to provide State and local governments with more flexibility in generating new capital for needed highway investments. Section 1012 also included features intended to ensure that current and future facilities would be used more efficiently, especially during peak traffic periods. Subsection 1012(a) provided new directions for the Federal-Aid Highway Program for toll facilities and for public-private cost-sharing, and Subsection 1012(b) provided for a congestion pricing pilot program.

State legislation for public-private toll road projects paved the way for such innovation in Federal law. Beginning with ISTEA, States have more flexibility to co-mingle Federal-aid funds with State and private funds to implement projects. For example, States may make Federal-aid reimbursable loans to a public or private entity which is constructing a toll project that is eligible for Federal-aid funding. Such loans are considered eligible, reimbursable costs under Federal-aid. In this sense, ISTEA provided cost-sharing incentives to get projects built. Cost-sharing can take many forms. The form most discussed has been public-private cost sharing, which is not tax exempt. Another type of cost-sharing is between two or more public entities, such as toll authorities and State Departments of Transportation, which could be tax-exempt. ISTEA allowed FHWA to provide Federal-aid to either of these kinds of projects, and there are now examples of Federal investment in public toll roads under construction. Several private toll roads are under development and may lead to State requests for Federal-aid participation to assist these projects.

These provisions, however, are not self-implementing. States had to develop and pass complementary legislation and had to continue to develop working relationships between all the entities involved in cost-sharing. ISTEA toll projects are now coming on-line. Since the ISTEA passed in 1991, fifteen States have passed complementary legislation to allow public-private partnerships, and at least three States have substantially revised their earlier public-private partnership legislation. In addition, some purely public toll roads using innovative features of ISTEA Federal-aid for toll roads have been implemented.

Also during the ISTEA period, FHWA used its regulatory and statutory flexibility, and general discretion to conduct financing research and development under Title 23, Section 307(a), to develop an innovative finance test and evaluation program. Projects selected for the test and evaluation had to comply with non-Federal highway statutory and regulatory requirements such as the Clean Air Act and the National Environmental Policy Act. The approach taken was to identity specific projects, develop a plan of finance, and offer those projects as examples of creative financing solutions. To stimulate and advance this effort, FHWA established the Test and Evaluation Project, TE-045, "Innovative Financing." Many of the techniques were incorporated into statute via the National Highway System Designation Act of 1995, and are now available to all States routinely.

The projects accepted for test and evaluation allow States and localities to use multiple strategies for financing, including:

- allowing private resources, in cash or in kind, to fulfill State match to Federal-aid.
- allowing Federal-aid to be loaned to private entities such as toll roads.
- allowing interest and other costs of debt financing to be eligible for Federal-aid reimbursement.

FHWA expected that these projects would produce financing ideas and tools applicable to other highway

facilities, as well as other modes of transportation. FHWA used the findings to examine the current Federal-aid operating framework and changed regulations or guidance where there was administrative discretion. These test and evaluation projects have developed innovative financing concepts which are increasing investment and speeding up project delivery. Continued positive results suggested that additional changes to the statutory framework would improve transportation investment, and FHWA pursued those changes in the congressional re-authorization cycle.

The Transportation Equity Act for the 21st Century (TEA-21) provided several new provisions that influenced Federal toll road policies. The Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) provided Federal credit assistance to major transportation investments of critical national importance. The TIFIA credit program was designed to fill market gaps and leverage substantial private co-investment by providing supplemental and subordinate capital. Qualified projects are evaluated by the Secretary of Transportation and selected based on the extent to which they generate economic benefits, leverage private capital, promote innovative technologies, and meet other program objectives. Three distinct types of assistance which may be useful to toll road financiers are offered:

- Secured loans are direct Federal loans to project sponsors offering flexible repayment terms and providing combined construction and permanent financing of capital costs.
- Loan guarantees provide full-faith and credit guarantees by the Federal Government to institutional investors such as pension funds which make loans for projects.
- Standby lines of credit representing secondary lines of funding in the form of contingent Federal loans that may be drawn upon to supplement project revenues, if needed during the first 10 years of project operations.

TEA-21 also created a pilot program under which a State may collect tolls on an Interstate highway for the purpose of reconstructing or rehabilitating the Interstate highway that could not be adequately maintained or functionally improved without the collection of tolls. A maximum of three projects may be included in the pilot program and they must be in different States. An agreement between the State and FHWA covering use of toll revenues must be executed for each Interstate toll pilot project.

In addition, TEA-21 established a new State Infrastructure Bank (SIB) pilot program under which four States--California, Florida, Missouri, and Rhode Island--are authorized to enter into cooperative agreements with the Secretary to set up infrastructure revolving loan funds eligible to be capitalized with Federal transportation funds authorized for the FY 1998-2003 period. SIBs provide various forms of non-grant assistance to eligible projects (including toll roads). This assistance includes below market rate subordinate loans, interest rate buy-downs on third party loans, and guarantees and other forms of credit enhancement.

The Federal Value Pricing Pilot Program

Very closely related to the concept of charging a toll is the concept of pricing road space. According to economic theory, as resources change in scarcity, the price should change to reflect the current scarcity level. The pricing mechanism helps ensure economic efficiency and provides that demand for a good or service equals the supply provided.

The concept applies to surface transportation if one thinks of roads as providing traveling space to people or goods. As roads become congested, the price should rise to reflect the increased scarcity of road space. When the road is less used, the price should be low. The concept is called congestion (or value) pricing, and Congress, in Section 1012(b) of the ISTEA, authorized funding of up to three congestion pricing pilot

projects. The concept is of great interest to toll road entities.

The ISTEA permitted FHWA to enter into cooperative agreements with up to three State and local governments and other public authorities to establish, maintain and monitor value pricing pilot projects. In addition, "pre-project" studies, including public outreach, project design and related activities can be supported with program funds. The TEA-21 legislation expanded the program by allowing pilot project agreements with up to fifteen public entities and provided additional funding.

On a broader level, this program is intended to advance the state of knowledge about what market pricing principles can do to help improve transportation efficiency and make better use of the system we have. There have been a number of congestion pricing studies or promotional activities sponsored by the FHWA, States, universities, public interest groups, and the private sector. Pilot projects implemented to date include variable pricing of toll facilities in New York, New Jersey and Florida as well as High-Occupancy/Toll (HOT) lanes in Texas and California. Transportation planners and public officials are beginning to think seriously about congestion pricing as they develop plans for meeting future transportation and air quality goals. Toll facility entities may be willing to pursue variable toll pricing policies.

Tolls in the Twenty-First Century

Today, toll roads, bridges, and tunnels are, to a great extent, financed by tolls through turnpike commissions and authorities, city and county operating authorities, and State Departments of Transportation. These turnpike authorities are essential for financing, constructing, and maintaining the Nation's toll roads, bridges, and tunnels. In recognition of the deployment of new toll technologies, information on electronic toll collection was added to this report in 1995. The number of toll facilities reported with electronic technology has increased from 49 in 1995 to about 161 in 2003.

The Nation's highways are vital corridors for our economic and social progress. The cooperation between Federal, State, and local governments, as well as private entities, makes toll facility financing and construction a viable resource alternative as we move further into the 21st century.

Data Explanation

This report contains selected information on toll facilities in the United States. The information is based on a survey of facilities in operation, financed, or under construction as of January 1, 2005. Tables T-1 and T-2 include, where known:

-- The direction of toll collection.
-- The type of electronic toll collection system, if available.
-- Whether the facility is part of the National Highway System (NHS).

Table T-1 contains information such as the name, financing or operating authority, location and termini, feature crossed, length, and road system for toll roads, bridges, tunnels, and ferries that connect highways.

-- Parts 1 and 3 include the Interstate System route numbers for toll facilities located on the Dwight D. Eisenhower National System of Interstate and Defense Highways.

-- Parts 2 and 4 include a functional system identification code for non-Interstate System toll bridges, roads, and tunnels.

-- Part 5 includes vehicular toll ferries.

Table T-2 contains a list of those projects under serious consideration as toll facilities, awaiting completion of financing arrangements, or proposed as new toll facilities that are being studied for financial and operational feasibility.

Also included are links to tables containing data on receipts and disbursements of toll facilities. These tables are published in the *2003 Highway Statistics*:

-- Table SF-3B, Receipts of State-Administered Toll Road and Crossing Facilities
-- Table SF-4B, Disbursements of State-Administered Toll Road and Crossing Facilities
-- Tables LGF-3B, Receipts of Local Toll Facilities
-- Tables LGF-4B, Disbursement of Local Toll Facilities

A section containing available names, addresses, and phone numbers of toll authorities can be found at the end of the report; please note that not all toll authorities are included.

This report is not intended to be a complete reference on toll facilities nor is it intended to duplicate data published by other organizations. Nearly all of the publicly owned toll authorities publish reports that contain information such as width and clearance on bridges, type of structure, road limits, year built or put in service, traffic volumes, cost, toll rates, etc.

Information on ferries such as seasonal or hourly operating schedules has been included when available. Complete information on schedules and on the number and capacity of boats in operation may be obtained directly from the operating authority.

FACT SHEET

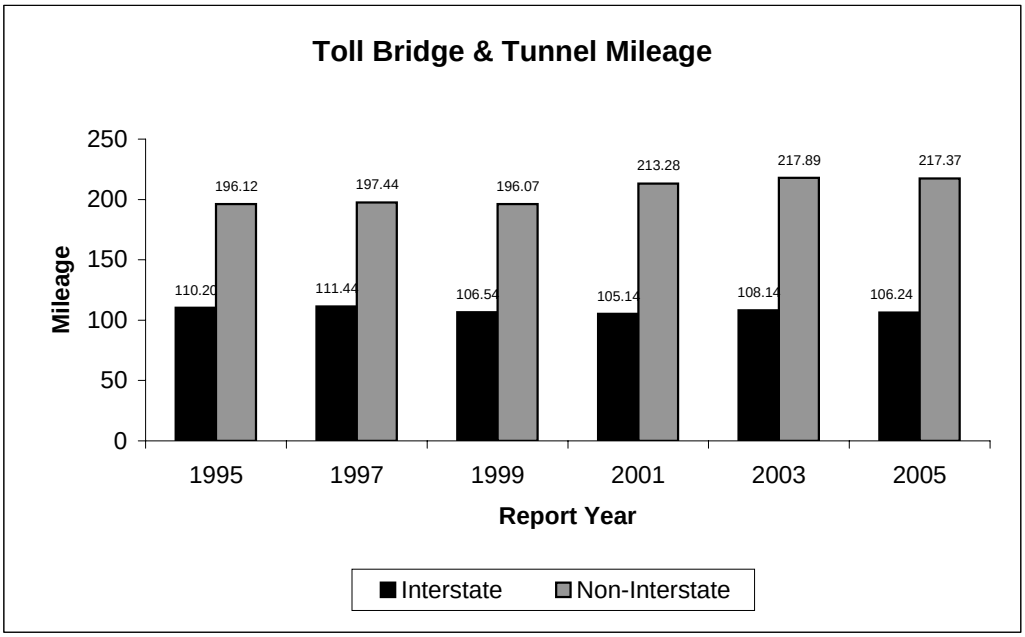
Total Toll Road, Toll Bridge, and Toll Tunnel Length in Operation as of January 1, 2005

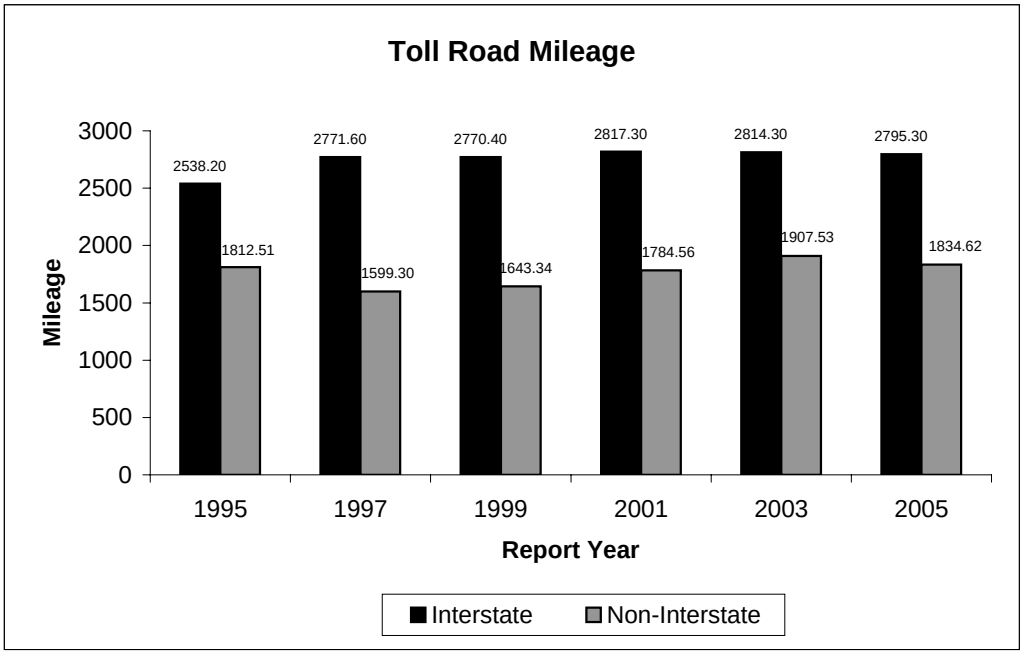
Functional System Code	Functional System	Toll Portions		Non-Toll Portions		Outside US		Total	
		Miles	Kilo-meters	Miles	Kilo-meters	Miles	Kilo-meters	Miles	Kilo-meters
01	Rural Interstate System	1,903.10	3,062.74	1.80	2.90	4.30	6.92	1,909.20	3,072.56
02	Rural Other Principal Arterial	1,011.31	1,627.55	46.61	75.01	2.78	4.47	1,060.70	1,707.03
06	Rural Minor Arterial	36.24	58.32	11.33	18.23	0.00	0.00	47.57	76.56
07	Rural Major Collector	9.02	14.52	2.43	3.91	0.00	0.00	11.45	18.43
08	Rural Minor Collector	8.10	13.04	0.00	0.00	0.10	0.16	8.20	13.20
09	Rural Local	32.04	51.56	0.00	0.00	0.00	0.00	32.04	51.56
Subtotal - Rural		2,999.81	4,827.73	62.17	100.05	7.18	11.56	3,069.16	4,939.33
11	Urban Interstate System	998.44	1,606.83	80.10	128.91	2.50	4.02	1,081.04	1,739.77
12	Urban Other Freeways & Expressways	931.46	1,499.04	35.28	56.78	0.50	0.80	967.24	1,556.62
14	Urban Other Principal Arterial	154.23	248.21	15.70	25.27	4.04	6.50	173.97	279.98
16	Urban Minor Arterial	40.11	64.55	3.00	4.83	0.10	0.16	43.21	69.54
17	Urban Collector	5.23	8.42	0.00	0.00	0.80	1.29	6.03	9.70
19	Urban Local	11.60	18.67	0.00	0.00	0.87	1.40	12.47	20.07
Subtotal - Urban		2,141.07	3,445.72	134.08	215.78	8.81	14.18	2,283.96	3,675.68
Total Rural & Urban		5,140.88	8,273.44	196.25	315.83	15.99	25.73	5,353.12	8,615.01

National Highway System (NHS)

NHS -- Rural	2,694.41	4,336.23	40.61	65.36	6.70	10.78	2,741.72	4,412.37
NHS -- Urban	1,978.13	3,183.49	107.48	172.97	8.51	13.70	2,094.12	3,370.16
Total -- NHS	4,672.54	7,519.72	148.09	238.33	15.21	24.48	4,835.84	7,782.53

Toll Mileage Trends -- 1995 to 2005
(Interstate and Non-Interstate Bridges, Tunnels, and Roads)





NOTE: Increase in Interstate Toll Road Mileage in the 1997 report resulted from reclassification of mileage in Puerto Rico and the addition of I-276 in Pennsylvania.

INTERSTATE SYSTEM TOLL BRIDGES AND TUNNELS IN THE UNITED STATES

(IN OPERATION, UNDER CONSTRUCTION, AND FINANCED AS OF JANUARY 1, 2005)

Name of Facility	Financing or Operating Authority	Location			Length 1/		Area Type	Inter-state Route	Toll Collection?		Electronic Toll Collection System? 2/		Remarks
		From	Body of Water Crossing	To	Miles	Kilo-meters			One-Way (N,S,E,W)	Both Ways	No	Yes/Kind	
CALIFORNIA													
San Francisco-Oakland Bay (I-80)	BATA	San Francisco, CA	San Francisco Bay	Oakland, CA	6.10	9.82	Urban	80	W			FASTRAK/Title 21/Sirit	Bridge; Elec toll opened Nov., 2000
Carquinez (2 Bridges) (I-80)	BATA	Crockett, CA	Carquinez Strait	Vallejo, CA	1.60	2.57	Urban	80	N			FASTRAK/Title 21/Sirit	Bridge; Elec toll opened Jul., 1997
Martinez-Benicia (I-680)	BATA	Martinez, CA	Carquinez Strait	Benicia, CA	2.20	3.54	Urban	680	N			FASTRAK/Title 21/Sirit	Bridge; Elec toll opened Oct., 2000
Richmond-San Rafael (I-580)	BATA	Richmond, CA	San Francisco Bay	San Rafael, CA	4.70	7.56	Urban	580	W			FASTRAK/Title 21/Sirit	Bridge; Elec toll opened Nov., 2000
DELAWARE - NEW JERSEY													
Delaware Memorial (I-295)	DE River & Bay Auth	New Castle, DE (2.4 Mi)	Delaware River	Deepwater, NJ (1.1 Mi)	3.50	5.63	Urban	295	W			E-ZPass	Bridge
FLORIDA													
Sunshine Skyway Bridge (I-275)	FL Dept of Trans	St. Petersburg, FL	Lower Tampa Bay	Terra Ceia, FL	11.10	17.86	Rural/Urban	275		X		SunPass, EPass, OPass, LeeWay	Bridge; Approximately 2 miles rural
MARYLAND													
Baltimore Harbor (2 Tubes) (I-895)	MD Trans Auth	East Baltimore, MD	Patapsco River	Elkridge, MD	18.00	28.97	Urban	895		X		E-ZPass	Tunnel; ETC opened April 1999
Fort McHenry (4 Tubes) (I-95)	MD Trans Auth	Baltimore, MD	Patapsco River	Baltimore, MD	1.50	2.41	Urban	95		X		E-ZPass	Tunnel; ETC opened April 1999
Millard Tydings Bridge (I-95)	MD Trans Auth	MD Rt. 155	Susquehana River	MD 222	4.30	6.92	Rural	95	N			E-ZPass	Bridge; ETC scheduled opening 2002
MASSACHUSETTS													
Ted Williams Tunnel	Massachusetts Turnpike Authority	South Boston	Boston Harbor	East Boston	1.60	2.57	Urban	90	W			Fast Lane/E-ZPass	Tunnel; Opened to general traffic Jan. 2003
MICHIGAN													
Mackinac Bridge (I-75)	Mackinac Brdg Auth of Michigan	Mackinaw City, MI	Mackinac Straits	St. Ignace, MI	4.40	7.08	Rural	75		X		MDOT Pass (commuter car accounts only)	Bridge
MICHIGAN - ONATARIO, CANADA													
Sault Ste. Marie (I-75)	Internatl Brdg Auth of MI	Sault Marie, MI (1.3 Mi)	St. Mary's River	Sault Marie, ON (1.1 Mi)	1.95	3.14	Urban	75		X		Magnetic cards for commuter & commercia	Bridge; 1.1 Mi Outside US
Blue Water Brdg (I-94)	MI Dept of Trans	Port Huron, MI (0.7 Mi)	St. Clair River	Pte Edward, ON (0.8 Mi)	1.50	2.41	Urban	94		X	X		Bridge; 0.8 Mi outside US
New Blue Water Bridge (I-94)	MI Dept of Trans	Port Huron, MI (0.7 Mi)	St. Clair River	Pte Edward, ON	1.24	2.00	Urban	94	E		X		Bridge
NEW JERSEY - NEW YORK													
George Washington (I-95)	Port Auth of NY & NJ	Ft. Lee, NJ (1.18 Mi)	Hudson River	Manhattan, NY (0.7 Mi)	1.88	3.03	Urban	95	E			E-ZPass	Bridge
Goethals (I-278)	Port Auth of NY & NJ	Elizabeth, NJ (1.1 Mi)	Arthur Kill	Howland Hook, NY (1.1 Mi)	2.20	3.54	Urban	278	E			E-ZPass	Bridge
Holland (2 Tubes) (I-78)	Port Auth of NY & NJ	Jersey City, NJ (1.08 Mi)	Hudson River	New York, NY (0.5 Mi)	1.58	2.54	Urban	78	E			E-ZPass	Tunnel
NEW JERSEY - PENNSYLVANIA													
I-78 Toll Brdg	DE River Joint Toll Bridge Com	Pohatcong Twnshp, NJ (4.16 Mi)	Delaware River	Williams Township, PA	6.30	10.14	Urban	78	W			E-ZPass	Bridge
Delaware Water Gap (I-80)	DE River Joint Toll Bridge Com	Pahaquarry, NJ (0.5 Mi)	Delaware River	Delaware Water Gap, PA (0.4 Mi)	0.90	1.45	Rural	80	W			E-ZPass	Bridge
Ben Franklin (I-676)	DE River Port Auth	Camden, NJ (0.96 Mi)	Delaware River	Philadelphia, PA (0.4 Mi)	1.36	2.19	Urban	676	W			E-ZPass	Bridge
Walt Whitman (I-76)	DE River Port Auth	Gloucester, NJ (1.13 Mi)	Delaware River	Philadelphia, PA (2.9 Mi)	4.03	6.49	Urban	76	W			E-ZPass	Bridge
NJ and PA Turnpike (I-276)	NJ & PA Trnpke Auth	NJ Trnpke (0.6 Mi)	Delaware River	PA Trnpke (0.6 Mi)	1.20	1.93	Urban	276		X	X		Bridge
NEW YORK INTRASTATE													
South Grand Island (I-190)	NY State Thruway Auth	Grand Island, NY	Niagara River	Buffalo, NY	1.20	1.93	Urban	190	N			E-ZPass	Bridge
North Grand Island (I-190)	NY State Thruway Auth	Niagara Falls, NY	Niagara River	Grand Island, NY	1.20	1.93	Urban	190	S			E-ZPass	Bridge
Tappan Zee (I-87)	NY State Thruway Auth	Nyack, NY	Hudson River	Tarrytown, NY	3.70	5.95	Urban	87	S			E-ZPass	Bridge
Newburgh-Beacon (I-84)	NY State Brdg Auth	Newburgh, NY	Hudson River	Beacon, NY	2.70	4.35	Urban	84	E			E-ZPass	Bridge
Triborough (I-278)	Triborough Brdg & Tunnel Auth	Bronx, NY	East River	Queens, NY	2.70	4.35	Urban	278		X		E-ZPass	Bridge
Bronx-Whitestone (I-678)	Triborough Brdg & Tunnel Auth	Bronx, NY	East River	Queens, NY	1.90	3.06	Urban	678		X		E-ZPass	Bridge
Throgs Neck (I-295)	Triborough Brdg & Tunnel Auth	Bronx, NY	East River	Queens, NY	2.60	4.18	Urban	295		X		E-ZPass	Bridge
Verrazano-Narrows (I-278)	Triborough Brdg & Tunnel Auth	Staten Island, NY	The Narrows	Brooklyn, NY	2.40	3.86	Urban	278	W			E-ZPass	Bridge
Queens Midtown (2 Tubes) (I-495)	Triborough Brdg & Tunnel Auth	New York, NY	East River	New York, NY	2.60	4.18	Urban	495		X		E-ZPass	Tunnel
Brooklyn Battery (I-478)	Triborough Brdg & Tunnel Auth	New York, NY	East River	New York, NY	2.10	3.38	Urban	478		X		E-ZPass	Tunnel
NEW YORK - ONTARIO, CANADA													
Thousand Islands (I-81)	Thousand Islands Brdg Auth	Collins Landing, NY (0.9 Mi)	St. Lawrence River	Ivy Lea, ON (4.3 Mi)	5.20	8.37	Rural	81		X	X		Bridge; 4.3 Mi outside US
Lewston-Queenston (I-190)	Niagara Falls Brdg Com	Lewiston, NY (0.8 Mi)	Niagara River	Queenston, ON (0.6 Mi)	1.60	2.57	Urban	190		X	X		Bridge; 0.6 Mi outside US

Summary of Interstate System (IS) Toll Bridge & Tunnel Length in the United States

Road System	IS Toll Bridges & Tunnels		Less Tolls Outside United States		Total IS Toll Bridges & Tunnels in United States	
	Miles	Kilometers	Miles	Kilometers	Miles	Kilometers
Rural	16.80	27.04	4.30	6.92	12.50	20.12
Urban	96.24	154.88	2.50	4.02	93.74	150.86
Total	113.04	181.92	6.80	10.94	106.24	170.98

1/ The length of structures includes approaches and connecting links which were financed as an integral part of the toll project. The length of toll bridges includes approach sections which may be used toll free by local residents. The length of such sections is identified as "nontoll" in the remarks column.

2/ Excludes toll transactions that require stopping (i.e., cash, ticket, or token payment).

NON-INTERSTATE SYSTEM TOLL BRIDGES AND TUNNELS IN THE UNITED STATES

(IN OPERATION, UNDER CONSTRUCTION, AND FINANCED AS OF JANUARY 1, 2005)

Name of Facility	Financing or Operating Authority	Location			Length 1/		Functional System Code 2/	On NHS? 3/		Toll Collection?		Electronic Toll Collection System? 4/		Remarks
		From	Body of Water Crossing	To	Miles	Kilometers		Yes	No	One-Way (N,S,E,W)	Both Ways	No	Yes/Kind	
TEXAS - MEXICO (Con.)														
Eagle Pass Bridge # 1	City of Eagle Pass	Eagle Pass, TX (0.3 Mi)	Rio Grande River	Pedras Negras, Coahuila (0.1 Mi)	0.40	0.64	14	X			X	X		Bridge; 0.1 Mi Outside US
Eagle Pass Bridge # 2	City of Eagle Pass	Eagle Pass, TX (0.07 Mi)	Rio Grande River	Pedras Negras, Coahuila (0.19 Mi)	0.26	0.42	14		X		X	X		Bridge
Del Rio-Ciudad Acuna International Bridge	City of Del Rio	Del Rio, TX (0.6 Mi)	Rio Grande River	Ciudad Acuna, Coahuila (0.3 Mi)	0.90	1.45	02	X			X		Automatic Vehicle ID (AVI)	Bridge; 0.3 Mi Outside US
La Linda Bridge	National Parks & Conservation Assn.	Texas FM 2067 (0.3 Mi)	Rio Grande River	La Linda, Coahuila (0.1 Mi)	0.40	0.64	02		X	MEXICO SIDE		X		Bridge; 0.1 Mi Outside US
Presidio Bridge	State of Texas	Presidio, TX (0.12 Mi)	Rio Grande River	Ojinaga, Chihuahua (0.03 Mi)	0.15	0.24	02		X	MEXICO SIDE		X		Bridge; 0.03 Mi Outside US
Ysleta-Zaragosa Bridge	City of El Paso	El Paso, TX (0.2 Mi)	Rio Grande River	Zaragosa, Chihuahua (0.1)	0.30	0.48	14	X			X		Automatic Vehicle ID (AVI)	Bridge (2): 4-Lanes Commercial; 4-Lanes Non-Commercial Traffic 0.1 Mi Outside US; partial electronic
Good Neighbor Bridge (Stanton St)	City of El Paso	El Paso, TX (0.1 Mi)	Rio Grande River	Ciudad Juarez, Chihuahua (0.1 Mi)	0.20	0.32	14	X			X		Automatic Vehicle ID (AVI)	Bridge (All Traffic Types Southbound); 0.1 Mi Outside US; partial electronic
Paso Del Norte Bridge (Santa Fe St)	City of El Paso	El Paso, TX (0.3 Mi)	Rio Grande River	Ciudad Juarez, Chihuahua (0.2 Mi)	0.50	0.80	14	X			X		Automatic Vehicle ID (AVI)	Bridge (Non-commercial Traffic Northbound); 0.2 Mi Outside US; partial electronic
VIRGINIA														
Boulevard	Richmond Metropolitan Authority	Richmond, VA (Byrd Park)	James River	Richmond, VA (Forest Hill Park)	0.36	0.58	14		X		X	X		Bridge
Jordan	City of Chesapeake, VA	Chesapeake, VA	Elizabeth River	Portsmouth, VA	0.39	0.63	16		X		X	X		Bridge
Chesapeake Bay	Chesapeake Bay Bridge & Tunnel District	Kiptopeake, VA	Chesapeake Bay	Virginia Beach, VA	19.14	30.80	02	X			X	X		Tunnel
					0.61	0.98	14	X			X	X		Bridge & Tunnel
G.P. Coleman	VA Department of Transportation	York County	York River	Gloucester Co	0.71	1.14	14	X		N			Automatic Vehicle ID (AVI)	Bridge
WASHINGTON														
Tacoma Narrows Bridge	WA Department of Transportation	Tacoma, WA	Tacoma Narrows	Gig Harbor, WA	1.02	1.64	12	X		E			Automatic Vehicle ID (AVI)	Bridge
WEST VIRGINIA - KENTUCKY														
Nolan Toll Bridge	Everette Thompson	Noland, WV	Tug Fork River	KY Routes 292 & 468	0.10	0.16	09		X		N/A		N/A	Bridge; Private
WEST VIRGINIA - OHIO														
Parkersburg Memorial	City of Parkersburg, WV	Parkersburg, WV (0.2 Mi)	Ohio River	Belpre, OH (0.1 Mi)	0.80	1.29	14		X		X	X		Bridge
Newell-East Liverpool	Newell Brdg & Rdwy Co, Newell, WV	Newell, WV (0.2 Mi)	Ohio River	East Liverpool, OH (0.1 Mi)	0.30	0.48	07		X		X	X		Bridge; Private

Summary of Non-Interstate System (IS) Toll Bridge & Tunnel Length in Operation in the United States

Functional System	Non-IS Toll Bridges & Tunnels		Less Non-Toll Portions		Less Tolls Outside United States		Total Non-IS Toll Bridges & Tunnels in United States	
	Miles	Kilometers	Miles	Kilometers	Miles	Kilometers	Miles	Kilometers
02	35.64	57.36	0.00	0.00	2.78	4.47	32.86	52.88
06	22.77	36.64	6.60	10.62	0.00	0.00	22.77	36.64
07	5.08	8.18	2.43	3.91	0.00	0.00	5.08	8.18
08	0.20	0.32	0.00	0.00	0.10	0.16	0.10	0.16
09	0.74	1.19	0.00	0.00	0.00	0.00	0.74	1.19
12	46.33	74.56	0.20	0.32	0.50	0.80	45.83	73.76
14	65.89	106.04	7.40	11.91	4.04	6.50	61.85	99.54
16	42.21	67.93	3.00	4.83	0.10	0.16	42.11	67.77
17	6.03	9.70	0.00	0.00	0.80	1.29	5.23	8.42
19	1.67	2.69	0.00	0.00	0.87	1.40	0.80	1.29
Total	226.56	364.61	19.63	31.59	9.19	14.79	217.37	349.82

1/ The length of structures includes approaches and connecting links which were financed as an integral part of the toll project. The length of toll bridges includes approach sections which may be used toll free by local residents. The length of such sections is identified as "nontoll" in the remarks column.

2/ Rural Functional Class Codes: 02 - Other Principal Arterial, 06 - Minor Arterial, 07 - Major Collector, 08 - Minor Collector, 09 - Local. Urban Functional Class Codes: 12 - Other Freeways & Expressways, 14 - Other Principal Arterial, 16 - Minor Arterial, 17 - Collector, 19 - Local.

3/ If facility is not entirely on the National Highway System (NHS), the length breakdown is in the remarks column.

4/ Excludes toll transactions that require stopping (i.e., cash, ticket, or token payment).

INTERSTATE SYSTEM TOLL ROADS IN THE UNITED STATES

(IN OPERATION, UNDER CONSTRUCTION, AND FINANCED AS OF JANUARY 1, 2005)

Name of Road	Financing or Operating Authority	Location		Length 1/		Area Type	Inter-state Route	Toll Collection?		Electronic Toll Collection System? 2/		Remarks
		From	To	Miles	Kilo-meters			One-Way (N,S,E,W)	Both Ways	No	Yes/Kind	
PENNSYLVANIA												
Pennsylvania Turnpike	PA Turnpike Commission	Irwin	Carlisle	159.5	256.7	Rural	76		X		E-ZPass	
Eastern Extension	PA Turnpike Commission	Carlisle	Valley Forge	95.3	153.4	Rural	76		X		E-ZPass	
				5.2	8.4	Urban	76		X		E-ZPass	
Northeastern Extension	PA Turnpike Commission	I-76	I-276	87.6	141.0	Rural	476		X		E-ZPass	
				22.7	36.5	Urban	476		X		E-ZPass	
Western Extension	PA Turnpike Commission	Irwin	Ohio Line	54.1	87.1	Rural	76		X		E-ZPass	
				13.0	20.9	Urban	76		X		E-ZPass	
Delaware River Ext (I-276)	PA Turnpike Commission	Valley Forge	Delaware River Bridge	31.9	51.3	Urban	276		X	X		2.5 Mi section (Brdg to I-95) to be
				469.3	**755.3**							added upon interchange comp.
PUERTO RICO												
Louis A. Ferre Expway	PR Hwy & Trans Auth	PR-2 (Ponce)	Ponce East Urbanized Boundary	8.7	14.0	Urban	1		X		Radio Frequency ID (Auto Expreso) 4 lanes	Plaza Ponce. Auto Expreso Lanes: 14,15,4,5
(PR-52)		Ponce East Urbanized Boundary	Juana Díaz West Urbanized Bounda	0.4	0.6	Rural	1					No Plaza
		Juana Díaz West Urbanized Boundary	Juana Díaz East Urbanized Boundary	4.8	7.8	Urban	1		X	X		Juana Diaz Sur Toll- Ramp
							1		X	X		Juana Diaz Norte Toll- Ramp
							1		X		Radio Frequency ID (Auto Expreso) 4 lanes	Plaza Juana Diaz Auto Expreso Lanes: 4,14, 3,13
		Juana Díaz East Urbanized Boundary	Salinas West Urbanized Boundary	7.1	11.5	Rural	1					No Plaza
		Salinas West Urbanized Boundary	PR-53	8.3	13.4	Urban	1		X	X		Salinas Sur Toll- Ramp
		PR-53	San Juan South Urbanized Boundary	6.2	9.9	Rural	1	N			Radio Frequency ID (Auto Expreso) 2 lanes	Plaza Salinas. Auto Expreso Lanes: 17, 18
		San Juan South Urbanizad Boundary	PR-1 & PR-18 (San Juan)	31.8	51.1	Urban	1	S			Radio Frequency ID (Auto Expreso) 1 lane	Plaza Caguas Sur. Auto Expreso Lane: 8
							1	N			Radio Frequency ID (Auto Expreso) 4 lanes	Plaza Caguas Norte: Auto expreso Lanes: 20 - 23
							1	N		X		Montehiedra Toll- Ramp
				67.3	**108.3**							
De Diego Expway (PR-22)	PR Hwy & Trans Auth	PR-2	PR-10	5.7	9.2	Urban	2	E			Radio Frequency ID (Auto Expreso) 2 lanes	Plaza Hatillo. Auto Expreso Lanes: 6, 7
		PR-10	Florida West Urbanized Boundary	1.6	2.5	Rural	2					No Plaza
		Florida West Urbanized Boundary	Florida East Urbanized Boundary	11.4	18.3	Urban	2	W		X		Factor Toll- Ramp
							2		X		Radio Frequency ID (Auto Expreso) 2 lanes	Plaza Arecibo Auto Expreso lanes: 5,15
		Florida East Urbanized Boundary	San Juan West Urbanized Boundary	1.2	1.9	Rural	2					No Plaza
		San Juan West Urbanized Boundary	PR-18	30.5	49.0	Urban	2	W			Radio Frequency ID (Auto Expreso) 2 lanes	Plaza Manati. Auto Expreso Lanes: 5,6
							2	E			Radio Frequency ID (Auto Expreso) 2 lanes	Plaza Vega Alta. Auto Expreso Lanes: 18,19
							2	W			Radio Frequency ID (Auto Expreso) 2 lanes	Plaza Toa Baja. Auto Expreso Lanes: 10, 11
							2	E			Radio Frequency ID (Auto Expreso) 5 lanes	Plaza Buchanan. Auto Expreso Lanes:25 - 29
		PR-18	PR-26	1.7	2.8	Urban	1					No Plaza
				52.0	**83.7**							
PR-53 Expway	PR Hwy & Trans Auth	PR-30	San Juan North Urbanizad Boundary	3.4	5.5	Urban	3					No Plaza
		San Juan North Urbanizad Boundary	PR-970	4.7	7.5	Rural	3		X	X		Plaza Humacao Norte
		PR-970	PR-971	2.4	3.8	Urban	3					No Plaza
		PR-971	Fajardo South Urban izad Boundary	2.6	4.2	Rural	3					No Plaza
		Fajardo South Urban izad Boundary	PR-3	8.0	12.8	Urban	3		X	X		Plaza Ceiba
				21.0	**33.8**							
SOUTH CAROLINA												
Southern Connector	Connector 2000 Association	I-385/ US 276	I-85	16.0	25.7	Rural	185		X		Palmetto Pass (transponder)	
WEST VIRGINIA												
West Virginia Turnpike	WV Parkways Economic	Charleston	Princeton	68.8	110.7	Rural	77		X		E-ZPass	
	Development & Tourism Authority			18.0	29.0	Urban	77		X		E-ZPass	I-64 Also from Charleston to Beckley
				86.8	**139.7**							

Summary of Interstate System (IS) Toll Roads in Operation in the United States

Road System	IS Toll Roads Miles	Kilometers	Less Non-Toll Portions Miles	Kilometers	Total IS Toll Roads in the United States Miles	Kilometers
Rural	1,892.4	3,045.5	1.8	2.9	######	3,042.6
Urban	984.8	1,584.9	80.1	128.9	904.7	1,456.0
Total	2,877.2	4,630.4	81.9	131.8	######	4,498.6

1/ The length of roads includes approaches and connecting links which were financed as an integral part of the toll project. The length of toll roads includes sections which may be used toll free by local residents. The length of such sections is identified as "nontoll" in the remarks column.

2/ Excludes toll transactions that require stopping (i.e., cash, ticket, or token payment).

NON - INTERSTATE SYSTEM TOLL ROADS IN THE UNITED STATES

(IN OPERATION, UNDER CONSTRUCTION, AND FINANCED AS OF JANUARY 1, 2005)

Name of Road	Financing or Operating Authority	Location		Length 1/		Functional System Code 2/	On NHS? 3/		Toll Collection?		Electronic Toll Collection System? 4/		Remarks
		From	To	Miles	Kilometers		Yes	No	One-Way (N, S, E, W)	Both Ways	No	Yes/Kind	
NEW JERSEY													
NJ Trnpke (Mainline)	NJ Trnpke Auth	PA Trnpke Ext	Deepwater	14.26	22.95	02	X			X		E-ZPass	
				37.69	60.66	12	X			X		E-ZPass	
				51.95	**83.61**								
New Jersey 495	Port Auth of NY & NJ	I-95	SR 3	0.80	1.29	12	X		E			E-ZPass	
Garden State Parkway	NJ Hwy Auth	Montvale	Cape May	19.89	32.01	02	X				X		Non-toll Section
				4.10	6.60	02	X			X		E-ZPass	
				148.41	238.84	12	X			X		E-ZPass	
				172.40	**277.45**								
Atlantic City Expway	South Jersey Trans Auth	Atlantic City	SR 42, Turnersville	12.72	20.47	02	X			X	X	E-ZPass	
				31.48	50.66	12	X			X	X	E-ZPass	
				44.20	**71.13**								
NEW YORK													
Gov. Thomas E. Dewey Thruway													
Berkshire Section	NY State Thruway Auth	I-87	I-90	5.60	9.01	12	X					E-ZPass	
Gardenstate Pkwy Connection	NY State Thruway Auth	New Jersey Line	Spring Valley	2.40	3.86	12	X				X		Non-toll Section
				8.00	**12.87**								
Whiteface Mtn Vet Memorial Hwy	Olympic Regional Dev Auth	Wilmington	Whiteface Mtn	8.00	12.87	08		X			X		
George W. Perkins Dr	Pausades Interstate Park Com	Bear Mtn		3.00	4.83	09		X			X		April Through November
Mt. Defiance Scenic Hwy	Mt. Defiance Scenic Corp	Ticonderoga Village	Mt. Defiance	1.00	1.61	09		X			X		Summer Only, Private
Prospect Mtn Vet Memorial Hwy	Dept of Env Conservation	US 9	Top of Prospect Mtn	5.90	9.50	09		X			X		
OKLAHOMA													
Indian Nation Trnpke	OK Trnpke Auth	Hugo	Henryetta	105.20	169.30	02	X			X		Pike Pass	
Muskogee Trnpke	OK Trnpke Auth	Broken	I-40	53.10	85.46	02	X			X		Pike Pass	
Cimarron Trnpke	OK Trnpke Auth	I-35	Sand Springs	67.70	108.95	02	X			X		Pike Pass	
John Kilpatrick Trnpke	OK Trnpke Auth	I-40	I-35	25.30	40.72	12	X			X		Pike Pass	
Creek Trnpke	OK Trnpke Auth	I-44	US 412	34.40	55.36	12	X			X		Pike Pass	
Chickasaw Trnpke	OK Trnpke Auth	SH 1	SH 7	17.30	27.84	06	X			X		Pike Pass	
Cherokee Trnpke	OK Trnpke Auth	Chouteau	Arkansas Stateline	32.80	52.79	02	X			X		Pike Pass	
PENNSYLVANIA													
Mosey Wood Toll Rd	Vacation Charters Limited	Lake Harmony	PA 940	2.50	4.02	09		X		X	X		Private
Greensburg Bypass	PA Trnpke Com	US 22	New Stanton	13.50	21.73	02	X			X	X		
Beaver Valley Expway	PA Trnpke Com	SR 51	New Castle Bypass	17.30	27.84	02	X			X	X		
Monvalley Expway	PA Trnpke Com	US 40	I-70	5.60	9.01	12	X			X	X		
Monvalley Expway	PA Trnpke Com	I-68	PA Rt 43	7.80	12.55	12	X			X	X		
Monvalley Expway	PA Trnpke Com	I-70	PA Rt 51	17.00	27.36	12	X			X	X		

VEHICULAR TOLL FERRIES IN THE UNITED STATES

(IN OPERATION, UNDER CONSTRUCTION, AND FINANCED AS OF JANUARY 1, 2005)

Name of Ferry 1/	Financing or Operating Authority	Location			On NHS		Toll Collection?		Electronic Toll Collection System? 2/		Remarks
		From	Body of Water Crossing	To	Yes	No	One-Way (N,S,E,W)	Both Ways	No	Yes/Kind	
ALABAMA											
Mobile Bay Ferry	Alabama Department of Transportation	Dauphin Island	Mobile Bay	Fort Morgan		X		X	X		Private; temporarily out of service as of 9/16/04.
ALASKA											
Motor Vessel le Conte	AK Dept of Trans & Public Facilities	Petersburg, AK	North AK Panhandle	Skagway, AK	X			X	X		
Motor Vessel Tustumena	AK Dept of Trans & Public Facilities	Valdez, AK	Gulf of AK	Dutch Harbor, AK		X		X	X		
Motor Vessel Bob Ellis	Ketchikan Gateway Borough	Ketchikan, AK	Tongass Narrows	Ketchikan Internatl Airport, AK	X			X	X		
Motor Vessel Ken Eichner	Ketchikan Gateway Borough	Ketchikan, AK	Tongass Narrows	Ketchikan Internatl Airport, AK	X			X	X		
Motor Vessel Prince of Wales	Inter-Island Ferry Auth	Ketchikan, AK	Inside Passage	Hollis, AK		X		X	X		
Motor Vessel Stikene	Inter-Island Ferry Auth	Coffman Cove, AK	Inside Passage	Petersburg, AK		X		X	X		Under construction
Lituya	AK Dept of Trans & Public Finance	Ketchikan, AK	Tongass Narrows	Metlakatla, AK		X		X	X		
Fairweather	AK Dept of Trans & Public Finance	Juneau, AK	North AK Panhandle	Sitka, AK	X						
Chenega	AK Dept of Trans & Public Finance	Cordova, AK	Prince Willian Sound	Whittier, AK		X		X			Under construction
Motor Vessel Aurora	AK Dept of Trans & Public Facilities	Cordova, AK	Prince Willian Sound	Whittier, AK		X		X	X		
ALASKA - BRITISH COLUMBIA, CANADA											
Motor Vessel Taku	AK Dept of Trans & Public Facilities										Currently out of service
Motor Vessel Matanuska	AK Dept of Trans & Public Facilities	Prince Rupert, BC	Inside Passage	Skagway, AK	X			X	X		
Motor Vessel Kennicott	AK Dept of Trans & Public Facilities	Prince Rupert, BC	Inside Passage	Skagway, AK	X			X	X		
ALASKA - WASHINGTON											
Motor Vessel Columbia	AK Dept of Trans & Public Facilities	Bellingham, WA	Inside Passage	Skagway, AK	X			X	X		May operate summers only
Motor Vessel Malaspina	AK Dept of Trans & Public Facilities	Bellingham, WA	Inside Passage	Skagway, AK	X			X	X		
CALIFORNIA											
Balboa Island	Balboa Island Ferry, Inc.	Balboa Island, CA	Newport Bay	Balboa, CA		X		X	X		Private
CONNECTICUT											
Rocky Hill - Glastonbury	CT Dept of Trans	Rocky Hill, CT	Connecticut River	South Glastonbury, CT		X		X	X		May through October
Chester - Hadlyme	CT Dept of Trans	Chester, CT	Connecticut River	Hadlyme, CT		X		X	X		May through October
CONNECTICUT - NEW YORK											
Bridgeport - Port Jefferson	City of Bridgeport	Bridgeport, CT	Long Island Sound	Port Jefferson, Long Island, NY		X		X	X		May through October, modified sched. in Winter
New London - Orient	Cross Sound Ferry Services	New London, CT	Long Island Sound	Orient Pt., Long Island, NY		X		X	X		Private
New London - Fishers Island	Fishers Is. Ferry District	New London, CT	Fishers Island Sound	Fishers Island, NY		X		X	X		
CONNECTICUT - RHODE ISLAND											
New London - Block Island	Interstate Navigation Co	New London, CT	Block Island Sound	Block Island, RI		X		X	X		Private
DELAWARE - NEW JERSEY											
Lewes - Cape May	DE River & Bay Auth	Lewes, DE	Delaware Bay	Cape May, NJ	X			X	X		Operates year round
ILLINOIS - MISSOURI											
Golden Eagle	Calhoun - St. Charles Ferry Co	Golden Eagle, IL	Mississippi River	Kampville, MO		X		X	X		Private
Canton - Meyer	Allen Blackmore; Canton, MO	Meyer, IL	Mississippi River	Canton, Mo		X		X	X		Private
Winfield	Steven & Vincent Baalman	Near Batchtown, IL	Mississippi River	Winfield, MO		X		X	X		Private
St. Genevieve	Modoc Ferry Inc.	Prairie Du Rocker, IL	Mississippi River	St. Genevieve, MO		X		X	X		Private
Grafton	Grafton Ferry Boat Company	Grafton, IL	Illinois and Missouri Rivers	St. Charles Cnty, MO		X		X	X		Private
IOWA - WISCONSIN											
Cassville Car Ferry	Cassville Village, WI	Cassvile, WI	Mississippi River	Millville, IA		X		X	X		Municipally owned
KENTUCKY											
Rochester	John and Bess Speer	Rochester, KY	Green River	Cool Springs, KY		X			X		Private

OTHER PROPOSED TOLL FACILITIES

(UNDER CONSIDERATION, IN PLANNING PHASE, OR FINANCED AS OF JANUARY 1, 2005)

Name of Facility 1/	Authority	Location		Length		Estimated Cost (in Millions)	On NHS? 2/		Toll Collection?		Electronic Toll Collection System? 3/	
		From	To	Miles	Kilo-meters		Yes	No	One-Way (N,S,E,W)	Both Ways	No	Yes/Kind
ROADS												
CALIFORNIA												
Route 125	CA Dept of Trans; Private Sector Partnership	Otay Mesa Road (Hwy 905)	San Migual Road (1.2 Mi So of SR 54)	10.00	16.09	$400	X			X		Automatic Vehicle ID (AVI); construction started Nov. 2003
COLORADO												
I-25 HOT Lanes	Colorado Tolling Enterprise	20th Street, downtown Denver	US 36	6.50	10.46		X			X		Automatic Vehicle ID (AVI)
FLORIDA												
Western Beltway, Part C (or Southwest Beltway)	FL Turnpike Enterprise & OOCEA	I-4 in Osceola County, West of SR 545 / I-4 Overpass	North into Orange County & Northeast to Western Beltway Part A	21.20	34.12			X		X		SunPass, EPass, OPass, LeeWay
Suncoast Parkway - II	FL Turnpike Enterprise	Suncoast Parkway at US 98	US 19 near Crystal River, FL	25.00	40.23			X		X		SunPass, EPass, OPass, LeeWay
SR 836 Extension	Miami-Dade Expressway Authority (MDX)	SW 137th Ave at SW 8th Street	SR 836									SunPass, EPass, OPass, LeeWay
SR 112 Extension	Miami-Dade Expressway Authority (MDX)	SR 836	Lejeune Road									SunPass, EPass, OPass, LeeWay
ILLINOIS												
I-355 South Extension	Illinois State Toll Highway Authority	I-55 (DuPage/Cook County)	I-80 (Will County)	12.50	20.12	$750		X		X		I-PASS; ETC (Electronic Transaction Collection) is the vendor
NORTH CAROLINA												
US 74 relocation	North Carolina Turnpike Authority	I-485, Mecklenburg Cnty	US 74 Monroe Bypass, Union Cnty	11.50	18.51	$200	X					
Garden Parkway	North Carolina Turnpike Authority	I-485, Mecklenburg Cnty	I-85 W of Gastonia, Gaston Cnty	21.50	34.60	$419	X					
Triangle Parkway	North Carolina Turnpike Authority	I-40/NC 147 interchange, Durham Cnty	I-540, Wake Cnty	3.20	5.15	$60	X					
PENNSYLVANIA												
Mon-Valley Expressway	PA Turnpike Commission	Pittsburgh	West Virginia State Line	50.00	80.47		X					
PUERTO RICO												
PR-53 Expressway	PR Hwy & Trans Auth	Guayama West Connector	PR-748	0.62	1.00	$3.15	X					
		PR-748	PR-753	2.73	4.40	$23.34	X					
		PR-753	PR-181	11.62	18.70	$58.32	X					
		PR-760	PR-901	2.95	4.74	$15.56	X					
		Maunabo	Yabucoa	8.70	14.00	$126.44	X					

Appendix

The data for this report were obtained by the field offices of the Federal Highway Administration (FHWA) in cooperation with the State highway agencies. The material was collected and organized by the Office of Highway Policy Information. Comments are welcomed and may be submitted to:

Office of Highway Policy Information (HPPI-20)
Federal Highway Administration
400 Seventh Street SW
Washington, D.C. 20590.
202-366-0175

Other organizations that compile data related to toll facilities include:

The **International Bridge, Tunnel and Turnpike Association** (IBTTA) maintains an address directory of its membership and serves as an information clearing house and research center. It also conducts surveys and studies and publishes a variety of reports, statistics, and analyses.

IBTTA
2120 L Street NW, Suite 305
Washington, D.C. 20037
202-659-4620
http://www.ibtta.org

The **American Automobile Association** (AAA) compiles a directory of toll facilities containing such current information as rates, load limits, frequency of service, etc.

American Automobile Association
1000 AAA Drive
Heathrow, Florida 32746-5063
407-444-7000

Partial Listing of Toll Facilities
(Names, Addresses, Phone Numbers, Internet)

Alabama

United Toll Systems
55 Emerald Mountain Exp
Wetumpka, AL 36093
Tel: 334-567-2001

Von Bergan Ltd
400 West Ramano Street
Pensacola, FL 32501
Tel: 850-434-7345

Baldwin County Bridge Co.
P.O. Box 129
Greenville, AL 36037
Tel: 334-382-3373

Alaska

Inter-Island Ferry Authority
P.O. Box 495
Craig, AK 99921
Tel: 907-826-4848

Alaska Dept of Trans & Pub Fac
Alaska Marine Highway- operation
7559 North Tongas Highway
Ketchikan, AK 99901
Tel: 907-228-7255

Whittier Tunnel
Alaska Dept of Trans & Pub Fac
Office of the Commissioner
3132 Channel Drive
Juneau, AK 99801-7898
Tel: 907-465-3900

Ketchikan Gateway Borough
Ketchikan International Airport
1000 Airport Terminal
Ketchikan, AK 99901
Tel: 907-225-6800

California

Golden Gate Bridge Highway
& Transportation District
Box 9000, Presidio Station
San Francisco, CA 94129-0601
Tel: 415-921-5858

California Trans Commission
1120 N Street MS-52
Sacramento, CA 95814
Tel: 916-653-2134

Murray Road Toll Bridge
Director, Adm Serv Dept
City of Oceanside
300 North Coast Highway
Oceanside, CA 92054-2885
Tel: 760-966-4618

Routes 125, 57, 91, &
Mid-State Toll Roads
Div. of Innovative Finance
California Dept of Trans
P.O. Box 942874 MS-6
Sacramento, CA 94274-0001
Tel: 916-324-7625

San Joaquin Hills, Foothill &
Eastern Trans Corridors
Trans Corridor Agencies
P.O. Box 53770
Irvine, CA 92619-3770
Tel: 949-754-3400

State-Owned Toll Bridges
Toll Bridges Program Manager
California Department of Trans
District 4; P.O. Box 23660
Oakland, CA 94623-0660
Tel: 510-286-5906

Colorado

Colorado Tolling Enterprise
Peggy Catlin, Enterprise Director
Colorado Dept. of Transportation
4201 E. Arkansas Ave. Rm 262
Denver, CO 80222
Tel: 303-757-9208
Fax: 303-757-9656
http://www.dot.state.co.us/cte/

E-470 Public Highway Authority
Edward J. DeLozier, Exucutive Director
22470 E. 6th Parkway
Suite 100
Aurora, CO 80018
Tel: 303-537-3741
Fax: 303-537-3472
http://e-470.com

Northwest Parkway Public Highway Authority
Stephen D. Hogan, Executive Director
3701 Northwest Parkway
Broomfield, CO 80020
Tel: 303-533-1200
Fax: 303-404-3049
http://www.northwestparkway.org

Connecticut

Ferry Services

Rocky Hill – Glastonbury
http://www.ct.gov/dot/cwp/view.asp?a=1380&Q=259738&dotPNavCtr=%7C40046%7C

Chester – Hadlyme
http://www.ct.gov/dot/cwp/view.asp?a=1380&Q=259724&dotPNavCtr=%7C40046%7C

New London – Orient Pt.
http://www.longislandferry.com/

New London – Fishers Is.
http://www.fiferry.com/

Bridgeport – Port Jefferson
http://www.bpjferry.com

New London – Block Is.
http://www.blockislandferry.com/

Delaware

JFK Memorial Hwy
SR-1
P.J. Wilkins
Toll Operations Manager
Division of Hwy Operations
Delaware Dept of Transportation
P.O. Box 778
Dover, DE 19903
Tel. 302-631-4001
E-Mail: PJWilkins@state.de.us

Delaware Memorial Bridge
Cape May-Lewes Ferry
James T. Johnson Jr., P.E.
Executive Director
Delaware River and Bay Authority
P.O. Box 71
New Castle, DE 19720
Tel: 302-571-6301
Fax: 302-571-6305
E-Mail: JamesJohnson@drba.net
http://drba.net

Florida

Miami-Dade County Expway Auth
3790 Northwest 21st Street
Miami, FL 33142
Tel: 305-637-3277

Mid Bay Bridge Authority
P.O. Box 5037
Niceville, FL 32578-5037
Tel: 850-897-1428

Orlando-Orange Co. Expway Auth
525 South Magnolia Avenue
Orlando, FL 32801
Tel: 407-316-3800

Tampa-Hillsborough Co Expway Auth
412 East Madison St - Suite 802
Tampa, FL 33602
Tel: 813-272-6740

Director of Toll Operations
Ofc of Toll Operations-Tallahassee
Florida Dept of Transportation
920 East Lafayette Street
Tallahassee, FL 32301
Tel: 850-488-5687

Executive Director
Florida Turnpike Enterprise
Florida Dept of Transportation
MP 263, Bldg. 5315
Ocoee, FL 34761
Tel: 407-532-3999

Georgia

Georgia State Road & Tollway Authority
7 Piedmont Center
3525 Piedmont Rd.
Suite 210
Atlanta, GA 30305
Tel: 404-760-5889

Indiana

New Harmony Bridge
James Clark, Chairman
Carmi, IL 62821
Tel: 618-265-3462
Michael "Spud" Egbert, Secretary-Treasurer
Carmi, IL 62821
Tel: 618-382-5771
Dr. David Rice, Vice Chairman
New Harmony, IN 47631
Tel: 812-682-4550

Indiana East-West Toll Rd (I-90)
52551 Ash Road; P.O. Box 1
Grander, IN 46530-0001
Tel: 574-674-8836

Wabash Memorial Bridge
(SR 62 over Wabash River west of Mt. Vernon, IN at the IN-IL State line)
Indiana Trans Finance Auth
One North Capitol Ave–Rm 320
Indianapolis, IN 46204
Tel: 317-233-6322

Kansas

President/CEO
9401 East Kellogg
Wichita, KS 67207-1804
Tel: 316-682-4537
Fax: 316-682-1201
E-Mail: kta@ksturnpike.com
http://ksturnpike.com

Kentucky

Kentucky Transportation Cabinet
Division of Toll Facilities
200 Mero Street W4-26-02
Frankfort, KY 40622
Tel: 502-564-4628

Louisiana

Greater New Orleans Exp Com
P.O. Box 7656
Metairie, LA 70010
Tel: 504-835-3118

Crescent City Connection Div
Bridge & Marine Administrator
P.O. Box 6297
New Orleans, LA 70174-6297
Tel: 504-364-8100

Sunshine Bridge Operations
P.O. Box 1566
Donaldsonville, LA 70346-1566
Tel: 225-274-2002

Structures &
Facilities Maintenance Engr. Mgr.
P.O. Box 94245
Baton Rouge, LA 70804-9245
Tel: 225-379-1552

Maine

Maine Turnpike Authority
430 Riverside Street
Portland, ME 04103
Tel: 207-871-7771
http://www.maineturnpike.com

Maine DOT, Office of Passenger Transportation
16 State House Station
Augusta, ME 04333-0016
Tel: 207-624-3250
http://www.maine.gov/mdot/index.php

Casco Bay Island Transit District,
Casco Bay Lines
P.O. Box 4656
Portland, ME 04112-4645
Tel: 207-774-7871
http://www.cascobaylines.com/

Prince of Fundy Tours, Scotia Princes Cruises
468 Commercial Street
Portland, ME 04101
Tel: 1-800-845-4073
http://www.scotiaprince.com/index.php

Bay Ferries, The Cat
121 Eden Street
Bar Harbor, ME 04609
Tel: 207-288-3395
http://www.nfl-bay.com/

Massachusetts

Massachusetts Turnpike Auth
10 Park Plaza
Boston, MA 02116
Tel: 1-877-MASSPIKE

www.masspike.com
E-Mail: info@massturnpike.com

Massachusetts Port Auth
1 Harborside Drive Suite 200S
East Boston, MA 02128-2909
Tel: 617-428-2800
www.massport.com

Massachusetts Steamship Auth
Woods Hole, MA 02543
Tel: 508-548-5011
www.steamshipauthority.com
http://web1.steamshipauthority.com/ssa/

Michigan

Morris Hall, Operations Manager
Blue Water Bridge Authority
1410 Elmwood Street
Port Huron, MI 48060
Tel: 810-984-3131

General Manager
Detroit Internat'l Bridge Auth
(Ambassador Bridge)
P.O. Box 32666
Detroit, MI 48232
Tel: 313-965-1184

Chief Financial Officer
International Bridge Authority
P.O. Box 317
Sault Ste. Marie, MI 49783
Tel: 906-635-5255

President
Detroit-Canada Tunnel Corp
100 East Jefferson
Detroit, MI 48226
Tel: 313-567-4422

President
Grosse Isle Bridge Authority
P.O. Box 24
Grosse Isle, MI 48138
Tel: 734-675-0511

Bob Sweeney, Mackinac Brdg Auth
333 I-75
St. Ignace, MI 49781
Tel: 906-643-7600

Beaver Island Boat Company
103 Bridge Park Drive
Charlevoix, MI 49720
Tel: 231-547-2311

Champion's Auto Ferry
3647 Pte. Tremble Road
Algonac, MI 48001
Tel: 810-748-3757

Blue Water Ferry Ltd.
P.O. Box 72
Sombra, Ontario NOP 2BO
Tel: 519-892-3879

County Clerk
Charleviox County Trans Auth
c/o County Clerk, County Building
Charlevoix, MI 49720
Tel: 231-547-7200

Detroit Windsor Truck Ferry
6975 West Jefferson, P.O. Box 09033
Detroit, MI 48209
Tel: 313-842-2088

Corporate Secretary
Lake Michigan Carferry Serv, Inc.
P.O. Box 708
Ludington, MI 49431-0279
Tel: 231-845-5555

Walpole-Algonac Ferry Co. Ltd.
4258 St. Claire Parkway
Port Lambton, Ontario NOP 2BO
Tel: 519-677-5781

Chuck Moser, Eastern Upper
Peninsula Trans Authority
4001 I-75 Business Spur
Sault Ste. Marie, MI 49783
Tel: 906-632-2898

Plaunt Transportation Company
P.O. Box 2
Cheboygan, MI 49721-0002
Tel: 231-627-2354

Minnesota

Gary Neumann
International Falls, MN 56649
Tel: 218-285-5690

The Bridge Co.
P.O. Box 2561
Fargo, ND 58108
Tel: 701-282-4692

Nebraska

Bellevue Bridge Commission
P.O. Box 133
Bellevue, NE 68005

Burt County Bridge Commission
P.O. Box 92
Decatur, NE 68020

Plattsmouth Bridge Company
P.O. Box 340
Tel: 402-296-2194

New Hampshire

New Hampshire Dept. of Trans.
Bureau of Turnpikes
P.O. Box 2950
Concord, NH 03302-2950
Tel: 603-485-3806
Fax: 603-485-2107

New Jersey

New Jersey Turnpike Authority
P.O. Box 1121
New Brunswick, NJ 08903
Tel: 732-247-0900

Palisades Interstate Park
Commission
Administration Building
Bear Mountain, NY 10911
Tel: 914-786-2701

Port Authority of NY & NJ
One World Trade Center
New York, NY 10048
Tel: 212-564-8484

South Jersey Port Corp
500 Broadway
Camden, NJ 08104
Tel: 856-757-4969

South Jersey Transportation
Authority
Farley Service Plaza
P.O. Box 351
Hammonton, NJ 08037
Tel: 609-965-6060

TRANSCOM
Newport Financial Center

111 Pavonia Avenue
Jersey City, NJ 07310
Tel: 201-963-4033

Burlington County Bridge Commission
Bridge Plaza
1300 Route 73 North
Palmyra, NJ 08065
Tel: 856-829-1900

Cape May County Bridge Commission
Crest Haven Road
Cape May Court House, NJ 08210
Tel: 609-465-7806

Delaware River and Bay Auth
P.O. Box 71
New Castle, DE 19720
Tel: 302-571-6303

Delaware River Joint Toll Bridge Commission
Administration Building
P.O. Box 88
Morrisville, PA 19067
Tel: 215-295-5061

Delaware River Port Authority
One Port Center
2 Riverside Drive
P.O. Box 1949
Camden, NJ 08101
Tel: 856-968-2000

New Jersey Highway Authority
Garden State Parkway
Woodbridge, NJ 07095
Tel: 732-442-8600

New York

Metropolitan Trans. Auth.
347 Madison Ave.
New York, NY 10017
Tel: 212-983-3391

New York State Bridge Auth.
P.O. Box 1010
Highland, NY 12528
Tel: 845-691-7245

New York State Thruway Auth.
Administrative HQ
200 Southern Blvd.,
P.O. Box 189
Albany, NY 12201-0189
Tel: 518-436-2700

Niagara Falls Bridge Comm.
Main P.O. Box 1031
Niagara Falls, NY 14302
Tel: 716-285-6322

Ogdensburg Bridge & Port Auth.
1 Bridge Plaza
Ogdensburg, NY 13669
Tel: 315-393-4080

Olympic Regional Development Auth.
Olympic Center
218 Main St.
Lake Placid, NY 12946
Tel: 518-523-1655

Palisades Interstate Park Comm.
Administration Bldg.
Bear Mountain State Park
Bear Mountain, NY 10911-0427
Tel: 845-786-2701

Port Authority of NY & NJ
76 West #1 World Trade Center
New York, NY 10048
Tel: 212-435-7000

Seaway Intern'l. Bridge Corp.
P.O. Box 836
Cornwall, ON K6H 5T7
Canada
Tel: 613-932-6601

Thousand Is. Bridge Auth.
P.O. Box 10, Lansdowne
Ontario, Canada KOE 1LO
Main Office:
43530 Interstate 81
P.O. Box 428, Collins Landing
Alexandria Bay, NY 13607
Tel: 315-482-2501

Triborough Bridge and Tunnel Auth.
10 Columbus Circle, 18th Floor
New York, NY 10019
Tel: 212-360-3000

Shelter Island Property Owners Corp
P.O.Box 589
Shelter Island Heights, NY 11965-0589

North Carolina

Mike Stanley, P.E.
Program Development Staff Engineer
NCDOT
1542 Mail Service Center
Raleigh, NC 27699-1542
Tel: 919-733-2031

Director, Ferry Division
North Carolina Depart of Trans
113 Arendell Street - Room 120
Morehead City, NC 28557
Tel: 252-726-1380

North Dakota

The Bridge Company
403 Center Ave. Suite 510
Moorhead, MN 56560
Tel: 218-233-3386
Fax: 218-236-8736

Ohio

The Ohio Turnpike Com
682 Prospect Street
Berea, OH 44017
Tel: 440-234-2081
Fax: 440-234-4618

Oklahoma

Phil Tomlinson, Director
David Machamer, Toll Operations Director
Oklahoma Transportation Authority
P.O. Box 11357
Oklahoma City, OK 73136-0357
Tel: 405-425-3600
Fax: 405-427-8246

Director
David Machamer, Toll Opr Dir
Oklahoma Turnpike Authority
P.O. Box 11357
Oklahoma City, OK 73136-0357
Tel: 405-425-3600

Fax: 405-427-8246

Oregon

Hood River Bridge
Port of Hood River
P.O. Box 239
720 E. Port Marina Drive
Hood River, OR 97031
Tel: 541-386-11645

Wheatland & Buena Vista Ferries
Marion County Dept. of Pub Wks
5155 Silverton Rd. NE
Salem, OR 97305-3802
Tel: 503-588-5304

Canby Ferry
Clackamas County Dept of Trans
9101 SE Sunnybrook Blvd
Clackamas, OR 97015
Tel: 503-353-4400

Bridge of the Gods
Port of Cascade Locks
P.O. Box 307
Cascade Locks, OR 97014
Tel: 541-374-8619

Puget Island Ferry
Wahkiakum County
P.O. Box 97
Cathlamet, WA 98612
Tel: 360-795-3301

Pennsylvania

Pennsylvania Turnpike Commission
P.O. Box 67676
Harrisburg, PA 17106-7676
Tel: 717-939-9551

Millersburg Ferry Boat Association
P.O. Box 93
Millersburg, PA 17061
Tel: 717-692-2442

Puerto Rico

Puerto Rico Hwy. & Trans. Auth.
P.O. Box 42007
San Juan, PR 00940-2007
Eng. Jack Allison, Exec. Dir.
Tel: 787-721-8787 ext. 1024

Autopistas de Puerto Rico y
Compania, S.E. {Pineiro Toll Brdg – PR-17}
P.O. Box 2780
Carolina, PR 00984-2780
Mr. Rafael B. Acosta,
General Manager
Tel: 787-767-9191

Rhode Island

Rhode Island Turnpike & Bridge Authority
P.O. Box 437
Jamestown, RI 02835
Tel: 401-423-0800

South Carolina

W. Keith Bishop,
Chief Financial Officer
SCDOT
955 Park St.
P.O. Box 191
Columbia, SC 29072
Tel: 803-737-1240
Fax: 803-737-2014

Anna C. Salvagin
Prog. Manager, Toll Oper. Center
SCDOT
955 Park St.
P.O. Box 191
Columbia, SC 29072
Tel: 803-737-0459
Fax: 803-737-4831
E-Mail: salvaginac@dot.state.sc.us

Southern Connector
Peter Femia
Exec. V.P./Gen. Mngr.
Connector 2000 Assoc.
P.O. Box 408
Piedmont, SC 29673
Tel: 864-527-2150/
1-866-PAL-PASS
Fax: 864-527-2176

Tennessee

Cumberland City Ferry
Two Rivers Excursions, Inc.
134 Hickory Grove Road
Clarksville, TN 37041
Tel: 931-827-2322

Texas

President/Owner
B & P Bridge Co. Of Weslaco
P.O. Box 130
Progreso, TX 78579
Tel: 956-565-6361
Fax: 956-565-6362

President/Chief Operating Officer
Brownsville & Matamoros Brdg Co.
P.O. Box 191
Brownsville, TX 78522-0191
Tel: 956-542-8558
Fax: 956-548-2426

International Bridge System Dir
Cameron County
P.O. Box 109
Brownsville, TX 78520-0109
Tel: 956-982-2224
Fax: 956-982-2444

City of Brownsville
P.O. Box 911
Brownsville, TX 78520
Tel: 956-548-6150
Fax: 956-548-6144

Camino Colombia, Inc.
P.O. Box 440249
Laredo, TX 78044-0249
Tel: 956-723-6779
Fax: 956-417-2994

Bridge Supervisor
City of Del Rio
P.O. Box 4239
Del Rio, TX 78841-4239
Tel: 830-774-8561
Fax: 830-774-2192

City Manager, City of Donna
307 South 12th Street
Donna, TX 78537
Tel: 956-464-3314
Fax: 956-464-9923

Eagle Pass Bridge System Mngr
Eagle Pass Bridge System
100 S. Monroe St.
Eagle Pass, TX 78852
Tel: 830-773-2622

Engineer,
City of El Paso
791 S. Zaragoza Road
El Paso, TX 79907
Tel: 915-621-6782
Fax: 915-621-6772

Bridge Manager
City of Laredo
201 Santa Ursula
Laredo, TX 78040
Tel: 956-791-2200
Fax: 956-729-2061

Bridge Superintendent
City of McAllen
P.O. Box 399
Hidalgo, TX 78557
Tel: 956-843-2471
Fax: 956-843-9501

City Manager
City of Mission
900 Doherty Avenue
Mission, TX 78572
Tel: 956-580-8662
Fax: 956-580-8669

Bridge Director
City of Pharr
9900 South Cage Street
Pharr, TX 78577
Tel: 956-781-1263
Fax: 956-781-1473

El Paso County
County Courthouse Rd & Bridge
500 East San Antonio - #407
El Paso, TX 79901
Tel: 915-546-2015
Fax: 915-546-8194

Galveston Co Rd; District #1
722 Moody
Galveston, TX 77550
Tel: 409-770-5381
Fax: 409-770-5338

Harris County Toll Authority
330 Meadowfern - Suite 200
Houston, TX 77067
Tel: 281-875-1400, ext. 456
Fax: 281-875-6941

Maverick County
International Bridge Coordinator
2354 Lorilee
Eagle Pass, TX 78852
Tel: 830-752-1911
Fax: 830-752-1910

North Texas Tollway Auth (NTTA)
P.O. Box 260729
Plano, TX 75026
Tel: 214-461-2000
Fax: 214-528-4826

Port Director/CEO
Brownsville Navigation District
1000 Foust Road
Brownsville, TX 78521
Tel: 956-831-4592
Fax: 956-831-5006

Reyna Estate
1100 Commerce - #13C30
Dallas, TX 75242
Tel: 214-753-2470
Fax: 214-753-2469

Manager
Starr Co Internat'l Bridge System
P.O. Box 941
Roma, TX 78584
Tel: 956-849-1211
Fax: 956-849-4308

President
Starr-Comargo Bridge Co.
P.O. Box 156
Rio Grande City, TX 78582
Tel: 956-487-5606
Fax: 956-487-4678

Inspection Branch Manager
TxDOT - Bridge Division
125 East 11th Street
Austin, TX 78701
Tel: 512-416-2250
Fax: 512-416-2105

Nat'l Parks & Conservation Association
823 Gold Ave. NW
Albuquerque, NM 87102
Tel: 915-229-3349
Fax: 915-229-4595

Director, TTA
TxDOT
125 E. 11th St.
Austin, TX 78701
Tel: 512-936-0903

Utah

John Atlantic Burr/Charles Hall Ferry
Utah Department of Transportation
4501 South 2700
Westbox 195998
Salt Lake City, UT 84119-5998
Tel: 801-965-4000

Adams Avenue Parkway
5917 South Adams Parkway
Ogden, UT 84005
Tel: 801-475-1909

Vermont

Lake Champlain Transportation
King Street Dock
Burlington, VT 05401
Tel: 802-660-3495
Shorewell Ferries
4675 West Route 74
Shoreham, VT 05770
Tel: 802-897-7999

Virginia

http://virginiadot.org/comtravel/faq-toll.asp

Washington

Washington State Ferries Division
2911 2nd Ave.
Seattle, WA 98121-1018
Tel: 206-515-3400

Guemes Island Ferry
Skagit County
Public Works Department
1111 Cleveland Avenue
Mount Vernon, WA 98273-4215
Tel: 360-336-9400

Lummi Island-Gooseberry Pt Ferry
Whatcom County
Public Works Department
Whatcom County Courthouse
311 Grand Avenue
Bellingham, WA 98225-4038
Tel: 360-676-6759

Puget Island Ferry
Wahkiakum County
Public Works Department
P.O. Box 97
Cathlamet, WA 98612
Tel: 360-795-3301

Stellacoom (Tacoma-McNeil-Anderson) Ferry; Pierce County
Public Works Department
2401 South 35th Street, Room 150
Tacoma, WA 98409-7485

Tel: 253-798-7250

West Virginia

West Virginia Division of Highways
Planning and Research Division
Intermodal and Special Projects Section
1900 Kanawha Boulevard, East
Capitol Complex, Bldg 5
Charleston, WV 25305
Tel: 304-558-3165
Fax: 304-558-3783

West Virginia Turnpike
General Manager
West Virginia Parkways, Economic Development & Tourism Auth
P.O. Box 1469
Charleston, WV 25325-1469
Tel: 304-926-1900
Fax: 304-926-1909

Parkersburg Memorial Bridge
Office Manager
Parkersburg Memorial Bridge
P.O. Box 983
Parkersburg, WV 26102
Tel: 304-422-0394

Sistersville Ferry:
Chairman
Ferry Boat Board
City Hall
200 Diamond Street
Sistersville, WV 26175

Newell-East Liverpool Bridge (Private)
Homer Laughlin China Company
672 Siesta Drive
Newell, WV 26050
Tel: 304-387-1300

Wisconsin

Cassville Car Ferry
P.O. Box 171
Cassville, WI 53806
Tel: 608-725-5180
http://www.cassville.org/ferry.html

Lake Michigan Car Ferry Serv, Inc.
P.O. Box 708
Ludington, MI 49431
Tel: 1-800-841-4243
http://www.ssbadger.com

Washington Island Ferry Line, Inc.
P.O. Box 39
Washington Island, WI 54246
Tel: 920-847-2546
http://www.wisferry.com

Madeline Island Ferries, Inc.
P.O. Box 66
La Pointe, WI 54850
Tel: 715-747-2051
http://www.madferry.com

Lake Express, LLC
2330 S. Lincoln Memorial Dr.
Milwaukee, WI 53207
Tel: 866-914-1010
http://www.lake-express.com

Bibliography

The following sources provide additional material on toll roads.

2002 Toll Industry Statistics (Washington, D.C.: International Bridge, Tunnel and Turnpike Association, 2002), annual

Commuting, A Survey@ The Economist, September 5-11, 1998, London, P.52

Curbing Gridlock: Peak Period Fees to Relieve Traffic Congestion: Special Report 242 (Washington, DC: National Research Council, 1994)

Electronic Toll and Traffic Management (ETTM) Systems: National Highway Cooperative Research Program, Synthesis of Highway Practice 194 (Washington, D.C.: Transportation Research Board, 1993)

Electronic Toll Collection Systems (Austin, TX: Center for Transportation Research, Bureau of Engineering Research, University of Texas at Austin, 1995)

Examining Congestion Pricing Implementation Issues (Washington, D.C.: Federal Highway Administration, PL-93-008, 1993)

Exploring Key Issues in Public-Private Partnerships for Highway Development (Washington, D.C.: Federal Highway Administration, PL-92-023, 1993)

Guidance for State Implementation of ISTEA Toll Provisions in Creating Public-Private Partnerships (Washington, D.C.: Federal Highway Administration, PL-93-015, 1993)

Going Private: The International Experience with Transport Privatization, Jose A. Gomez-Ibanez, John R. Meyer (Washington, D.C.: The Brookings Institution, 1993)

Innovative Financing of Highways: an Analysis of Proposals (Washington, D.C.: Congress of the United States, Congressional Budget Office, 1998)

New Means of Financing Highways Including Public-Private Partnerships, Gary Maring, *et. al.* Individual papers presented under the auspices of Committees and Working Groups, Volume 20.52.E, p. 323, Twentieth World Road Congress (Paris: Permanent International Associations of Road Congresses, *1995)*

Toll Financing and Private Sector Involvement in Road Infrastructure Development (Paris:

Organization for Economic Co-operation and Development, 1987)

Toll Highway Financing: National Highway Cooperative Research Program, Synthesis of Highway Practice 117 (Washington, D.C.: Transportation Research Board, 1984*)*

Tolling Practices for Highway Facilities: National Highway Cooperative Research Program, Synthesis of Highway Practice 262 (Washington, D.C.: Transportation Research Board, 1998)

Private-Sector Involvement and Toll Road Financing in the Provision of Highways, Transportation Research Record 1107 (Washington, D.C.: Transportation Research Board 1987)

Public-Private Partnerships: Lessons Learned, (Washington, D.C.:Federal Highway Administration, 1998)

Road Pricing for Congestion Management: A Survey of International Practice National Highway Cooperative Research Program, Synthesis of Highway Practice 210 (Washington, D.C.: Transportation Research Board, 1994)

Summary of Proposed Worldwide Toll Facility Projects, (Washington, D.C.: International Bridge, Tunnel and Turnpike Association, 2002), bi-annual

Summary of The Federal Highway Administration's Symposium on Overcoming Barriers to Public-Private Partnerships (Washington, D.C.: Federal Highway Administration, PL-93-015, 1993)