



**Transportation Development  
Association of Wisconsin:  
Capitol Hill Briefing**

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# Serving the Worldwide Tolling Industry



Convener

Advocate

Information  
Resource



**The International Bridge, Tunnel and Turnpike Association (IBTTA) is the worldwide association for the owners and operators of tolled and priced road facilities and the businesses that serve them.**

**Founded in 1932, IBTTA has members in more than 23 countries on six continents.**



# Tolling in the United States

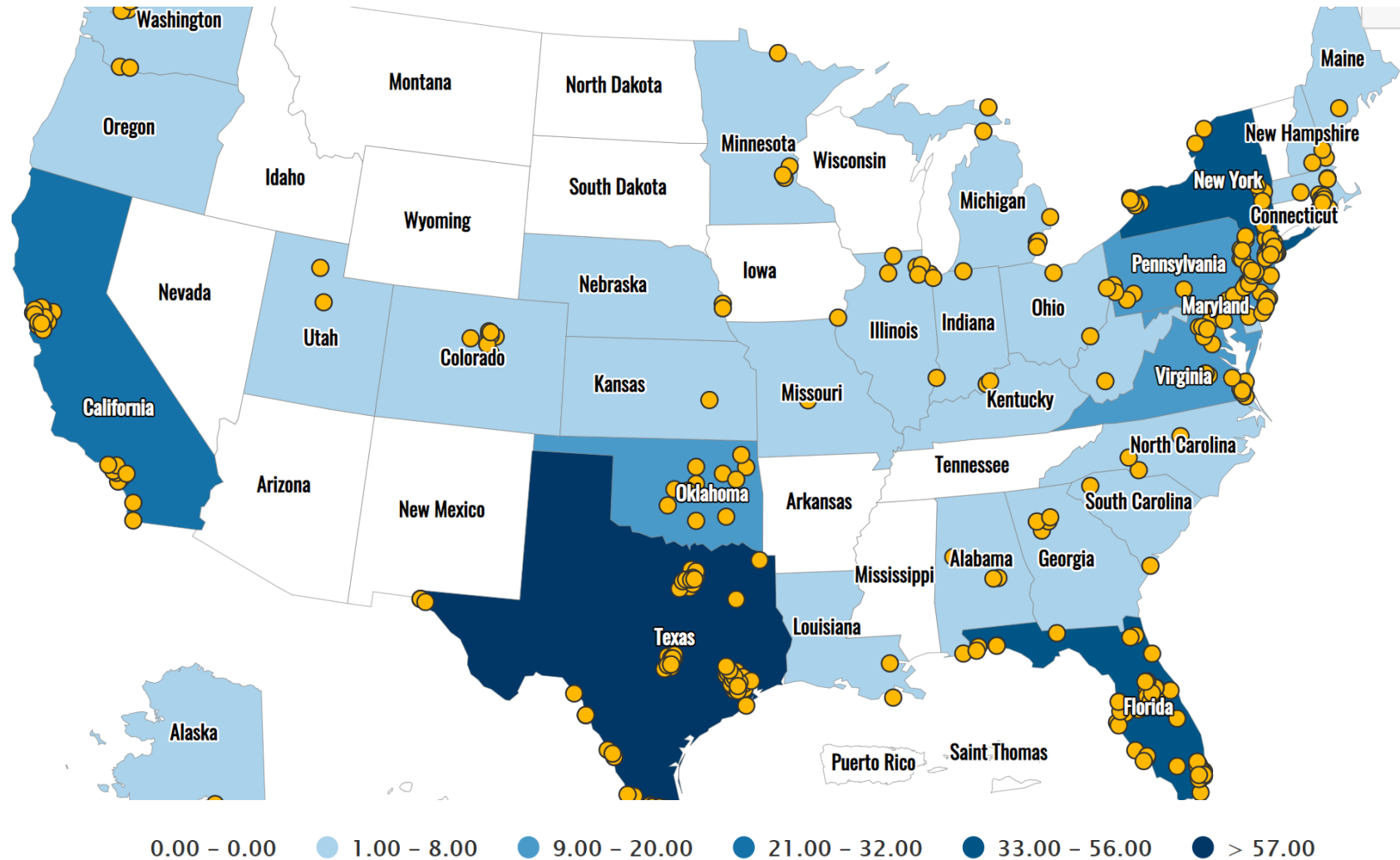
33 states

133 Toll Operators

352 Toll Facilities

6,700 Centerline Miles

>\$23B in Annual Toll Revenue



Source: *IBTTA TollMiner™*

# Tolling brings clear benefits to the transport system and a recognized value proposition for road users.

- Technology
- Innovation
- Convenience
- Customer Service
- User-based finance and funding
- State of Good Repair
- Reliability
- Safety



## SAFE AND WELL MAINTAINED

Toll roads are better maintained and safer than non-toll roads because of a steady revenue stream. Better maintenance means fewer closures or delays for weather, accidents or construction. You're paying for reliability and safety. Many toll roads have convenient rest areas with food, fuel and a place to stretch your legs.



## TRUE USER FEE

A toll is a true user fee. You only pay a toll when you use a toll road. If you don't use it, you don't pay.



## ELECTRONIC

It's more convenient than ever because most toll roads, bridges and tunnels collect tolls electronically. There's no delay while you look for cash to pay the toll. With an electronic transponder or license plate reader, you zip through without having to slow down or stop.



## FAST

Congestion charging is a type of tolling in which the price of the toll goes up when traffic increases and goes down when traffic decreases. A congestion charge helps manage or reduce rush hour gridlock.



## INCUBATORS

Toll roads are incubators of new technologies that make highways smarter and faster for everyone. Toll roads are pioneers in the operation of connected, automated, shared and electric vehicles, truck platooning and many other "smart road" technologies.



# Trends in U.S. Tolling and Road Pricing

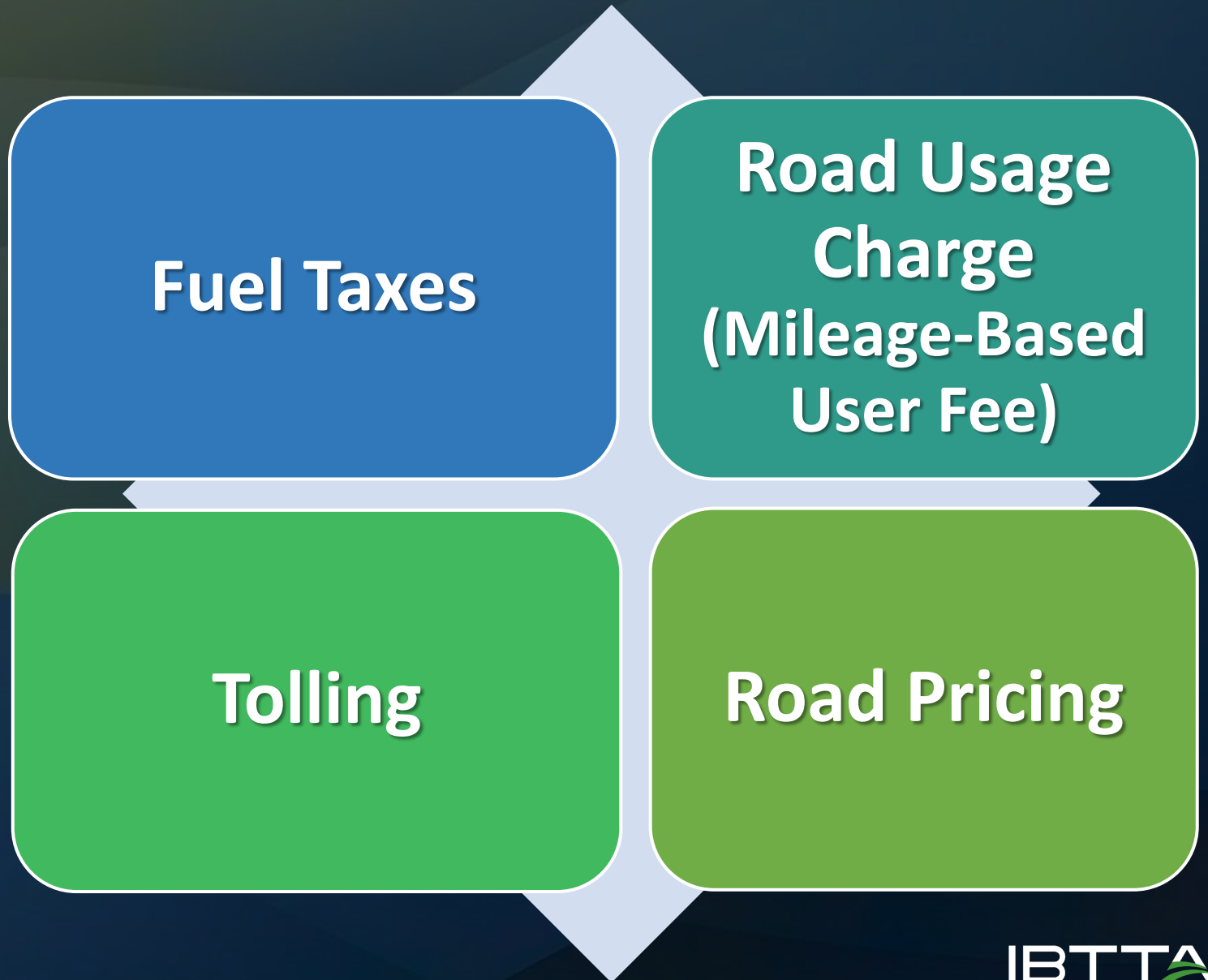
- Transportation User Fees
- Cashless All-Electronic Tolling (AET)
- Priced Managed Lanes / Congestion Pricing
- Road Usage Charging (Mileage-Based User Fees)



# How to fund transportation in the future?

User fees offer revenues that are:

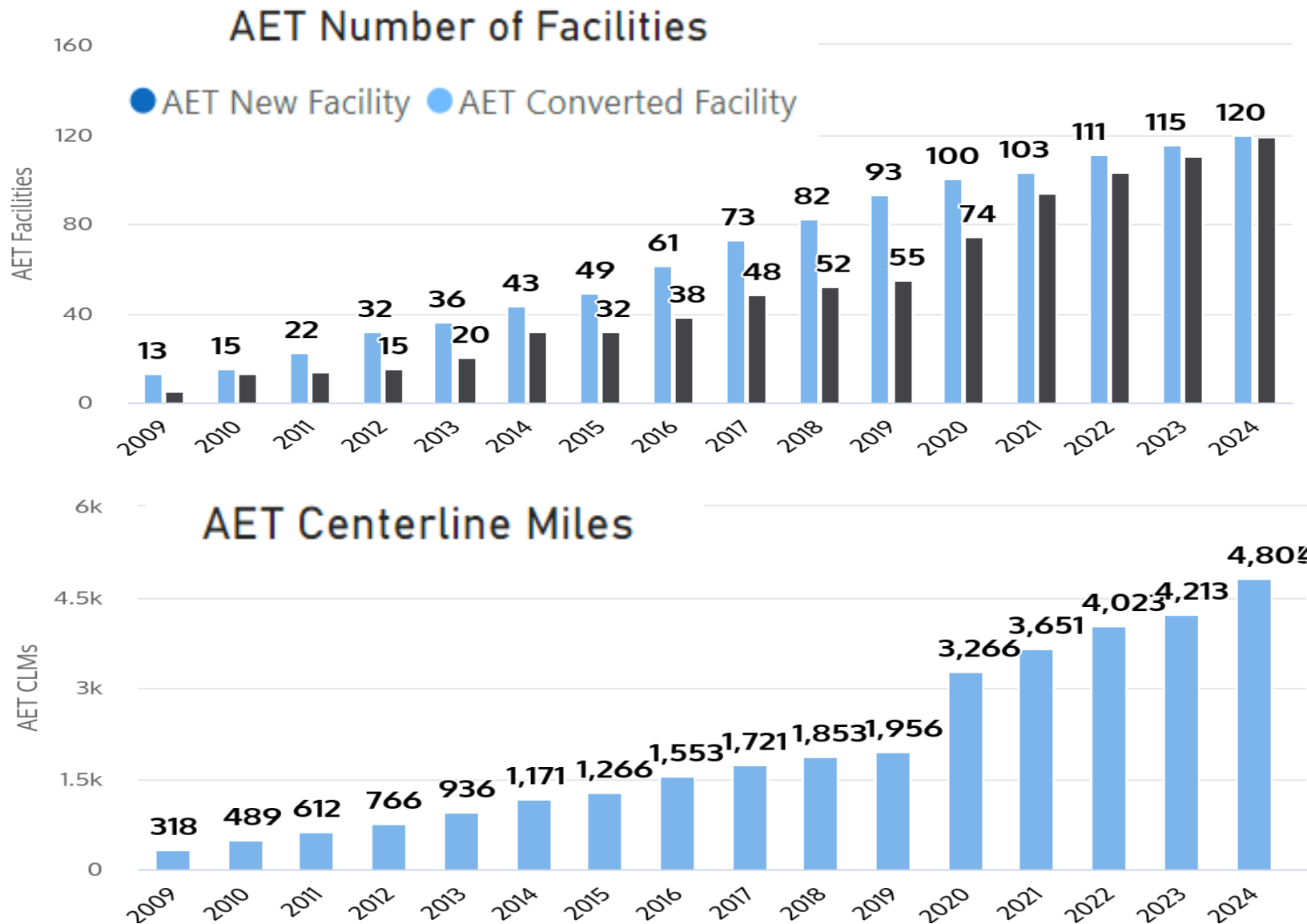
- Dedicated
- Sustainable
- Reliable
- Fair



An aerial view of a multi-lane highway with several cars driving. Overhead, there are large metal gantries supporting electronic tolling equipment, including cameras and sensors. The scene is slightly blurred, suggesting motion.

# On the Move: The Emergence of Cashless All-Electronic Tolling (AET) in the U.S.

# U.S. Cashless Tolling Implementation Trends

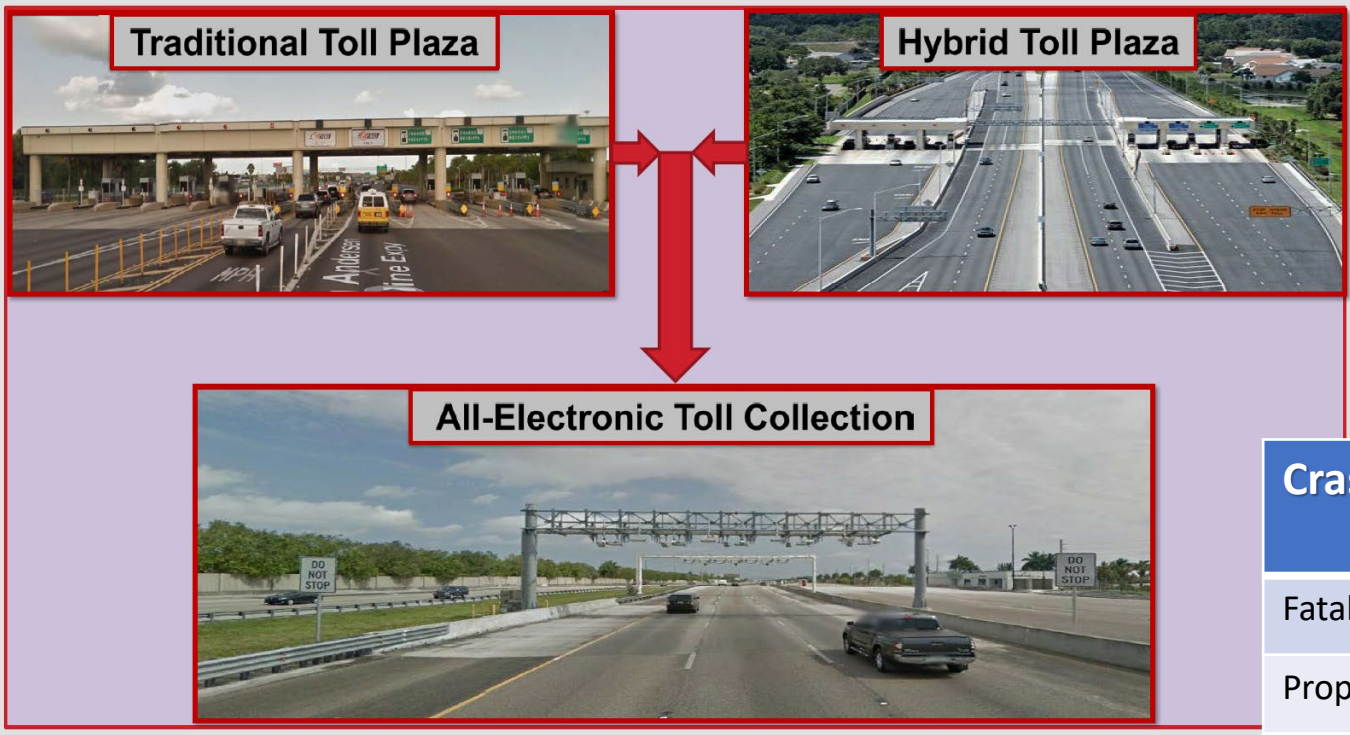


- Since 2010, 98% of new toll facilities in the U.S. were built as cashless systems.
- More than 6 out of every 10 U.S. toll facilities are operated without a cash payment option.
- 55% of all tolled centerline miles in the U.S. are now cashless.



# All-Electronic Tolling (AET) Technologies Advance Safety

Electronic tolling designs that introduce free-flow highway speed tolls or eliminate cash payment options entirely have proven safety benefits.



A University of Central Florida study showed a reduction in total crashes of 47% in hybrid AET conversions and 77% in full AET conversions.

## Crash Reductions from AET Conversions

Crash Type	Hybrid AET Conversions	Full AET Conversions
Fatalities & Injuries	- 46%	- 76%
Property Damage Only	- 54%	- 67%
Rear-End Collisions	- 65%	- 81%
Lane Change/Side-Swipes	- 55%	- 75 %
Total Crash Reduction	- 47%	- 77%

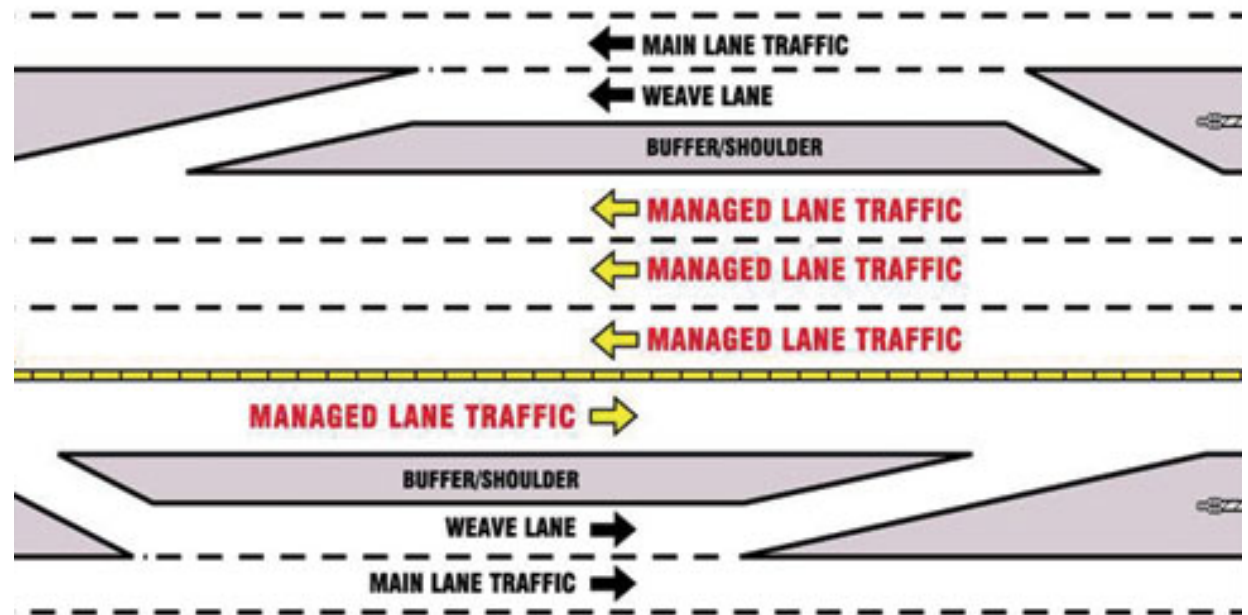
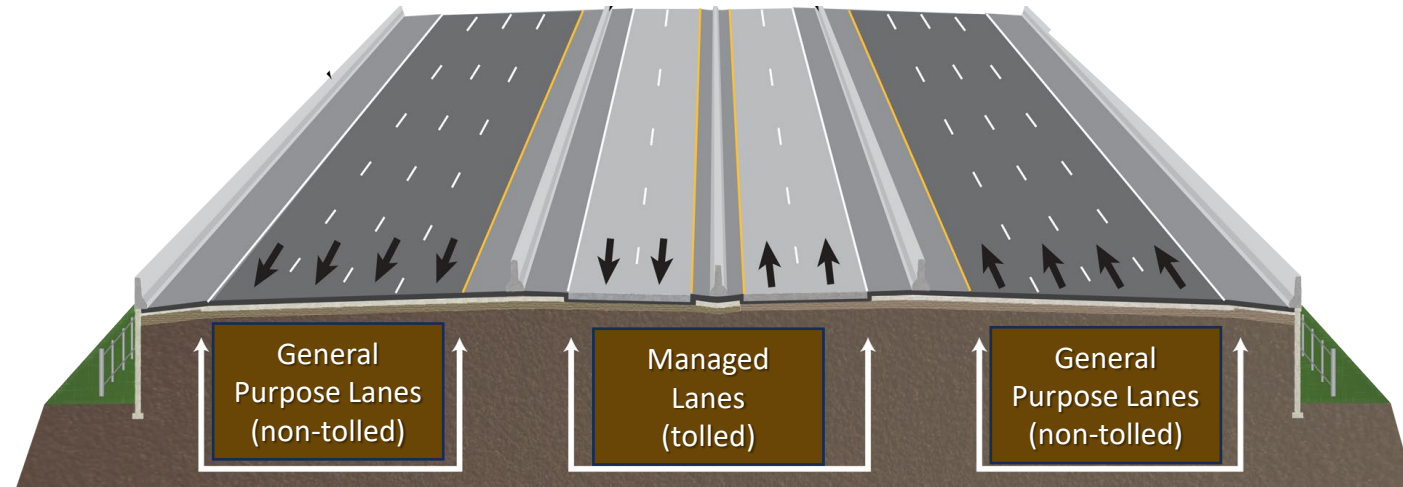
Source: "Safety Evaluation of All-Electronic Tolling Systems"  
Muamer Abuzwidah & Mohamed Abdel-Aty  
University of Central Florida, TRB 2015

# What Are Managed Lanes?

Managed lanes are designated lanes or roadways within highway rights-of-way.

Traffic flow is “managed” through:

- vehicle eligibility
- limited facility access
- variably priced tolls



# Priced Managed Lanes in the U.S.

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72 Facilities

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32 Operators

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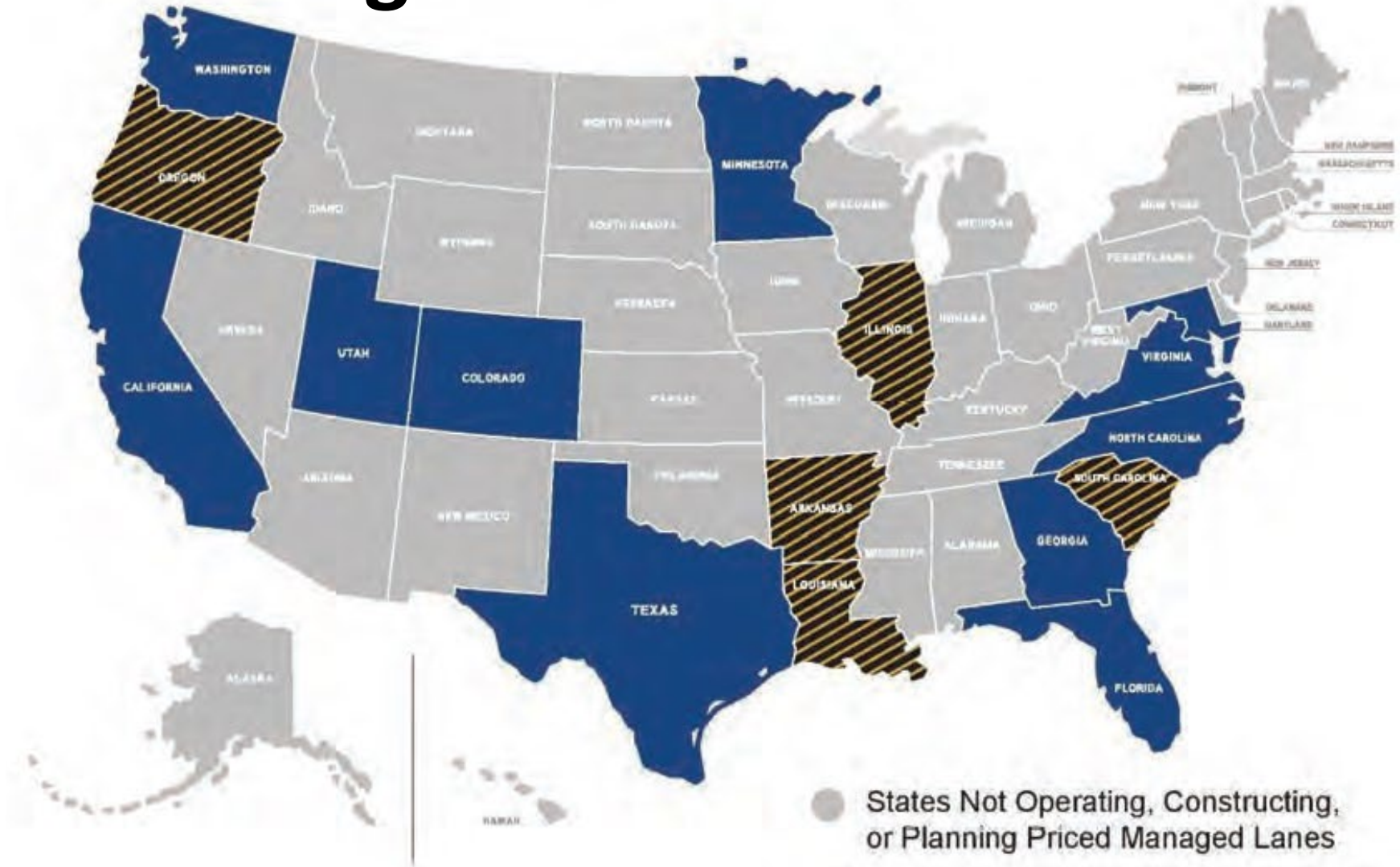
11 States

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1,100 Centerline Miles



# Priced Managed Lanes in the US

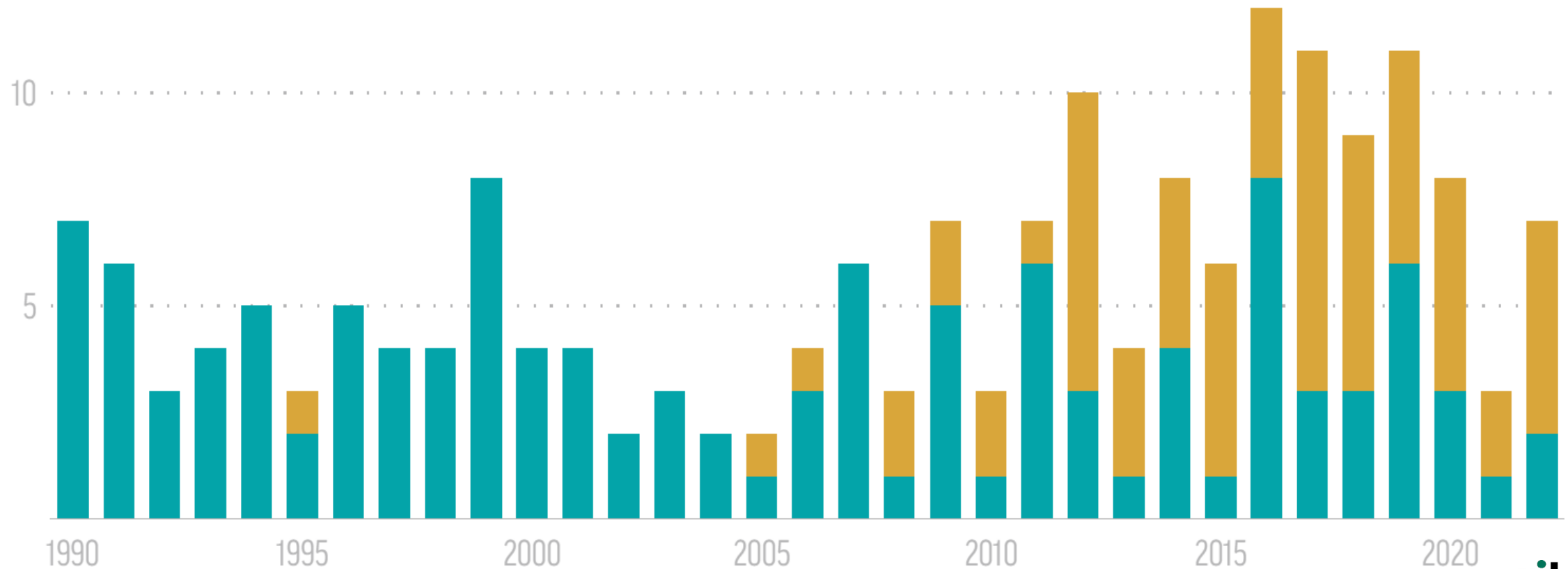


- States Not Operating, Constructing, or Planning Priced Managed Lanes
- ▨ States Planning Priced Managed Lanes
- States Operating or Constructing Priced Managed Lanes

# The Majority of Toll Roads Built Since 2012 Are Priced Managed Lanes

■ Traditional toll road ■ Price-managed lane

*54 of the 89 toll facilities that opened in the U.S. in the past decade are priced managed lanes.*



# Managed Lanes: Revenue with Other Benefits



Travel Time Savings  
and Reliability



Congestion  
Relief



Traveler Choices



Safety



Improved Fuel  
Consumption



Reduced Vehicle  
Emissions



# Road Usage Charging (RUC)

# Why Road-Usage Charging (Mileage-Based User Fees)?



- Improved Fuel Efficiency
- Alternative Fuels
- Declining Gas Tax Revenues
- Need for Sustainable Transportation Revenue
- Fairness (all vehicles pay)

## *Challenges:*

- *Administrative Costs*
- *Interoperability*
- *Equity (Low-Income/Rural Travelers)*
- *Double Taxation*

## Responding to a question on revenue gaps in the Highway Trust Fund:

“I think there's been three scenarios talked about. You can increase the gas tax. I am not going to join you in that effort, but there's the gas tax.

“We could increase tolling or there's a mile driven formula that could be used as well. My concern with that though is the privacy around the American citizens.”



**Sean Duffy appearing before the  
Senate Commerce Committee  
January 15, 2025**



# Road Usage Charging Priorities

## *Areas Requiring More Attention*

- Enforcement and compliance
- Administrative costs and cost of collection
- Interstate reciprocity
- Unlocking available vehicle data
- Business requirements, technical standards, certification processes
- Clearinghouse functions and account management options

## *Policy Issues to be Addressed*

- Net Revenue: The North Star
- Participation incentives vs. a true value proposition
- What should be considered in the national rate setting process?
- What is needed in the next round of federal reauthorization?

# Federal System Funding Alternatives (FSFA) Advisory Board

- Established to assist in designing a national motor vehicle per-mile user fee pilot
- Members announced in early January 2025.

## **Responsibilities:**

- Recommend structure, scope, and methodology;
- Assist with public awareness and communications;
- Support national pilot analyses;
- Participate in recommendations and a report to Congress

# Surface Transportation Reauthorization

## *IBTTA Federal Program Interests*

- Tolling on the Interstate Highway System
- Transportation Infrastructure Finance and Innovation Act (TIFIA)
- Enhanced Access to Federal Funding
- Consumer Privacy to Facilitate Toll Data Exchange across State Borders
- Support Transit Flex Lane Highway Concepts



# Potential Federal Legislative Amendments

- Congestion Relief Program Maximum Toll Rates and State-of-Residency Policies
- Federal Requirements for HOV/Transit Toll Discounts/Waivers on new toll facilities
- Tolling Provisions for Over-the-Road Buses



# Surface Transportation Reauthorization

## *New IBTTA Federal Program Interests*

- Resiliency: Critical Infrastructure Risk and Threat Management
- V2X Accelerated Deployments
- Lower Barriers to Commercial Activity on Interstate Highways (Sec. 111)
- Workforce Capacity, Training, and Development
- Safety Programs: Leveraging Technology
- Infrastructure Banks - Establishment and Improvements
- Toll Credit Marketplace Program
- Highway Cost Allocation Study
- Data Information Exchange Standards for Mobile Transactions
- Resources for States to Enhance DMV information



**Thank You**

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