

TESTIMONY OF DIANE GUTIERREZ-SCACCETTI
PERTAINING TO THE STATUS OF
NATIONAL TOLL INTEROPERABILITY
SUBCOMMITTEE ON TRANSPORTATION AND PUBLIC ASSETS
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Chairman Mica, and members of the Subcommittee, thank you for the opportunity to submit written testimony outlining progress toward national toll interoperability. I am Diane Gutierrez-Scaccetti, Executive Director and CEO of Florida's Turnpike Enterprise, a district of the Florida Department of Transportation ("FDOT"). This testimony is submitted on behalf of Florida's Turnpike Enterprise/FDOT, Miami-Dade Expressway Authority and Tampa Hillsborough Expressway Authority.

Let me say at the outset that the inclusion of a target date for national toll interoperability implementation in MAP-21 has served as a significant motivator and sparked toll agencies across the country to focus efforts towards achieving this important goal.

There has been significant industry activity during the past three years. Speaking for Florida, I am happy to report that we are well on our way to completing southern regional interoperability. Through the development of the 7-member Southern Regional Interoperability Group, conversations quickly led to the first interoperable relationships. Today, Florida's SunPass, Georgia's PeachPass and North Carolina's Quick Pass are fully interoperable. This collaborative effort was accomplished while respecting each state's installed technology base. While Florida and North Carolina use the same tolling protocol, Georgia uses a different toll protocol. That hurdle was overcome with the result that customers are able to travel among the three states using their home state's transponder. I am pleased to report that South Carolina's Palmetto Pass is joining us as an interoperable partner with an expected implementation in early 2nd quarter of 2016.

To the west of Florida, Texas, Oklahoma and Kansas toll agencies are establishing a similar regional interoperable network. With Texas serving as a Central US toll processing hub and Florida serving as a Southern US toll processing hub, the next step is to connect these two hubs

to each other for toll processing. The end product is an interoperable network of seven states allowing customers to travel the larger region seamlessly with the transponder currently mounted in their windshield. The target date for implementation of this broader network is the 3rd quarter of 2016. It is important to note that we continue to support Alabama and Louisiana in their tolling efforts and hope to include them as interoperable partners in this network in the near future.

There are two other important efforts underway at this time. First, Florida and the Bay Area Toll Authority, located in the San Francisco Bay Area, have commenced discussions to develop a west coast interoperable model. For the time being, this interoperable model will rely on image-based toll processing, instead of transponder-based toll processing. In time, however, this may be converted to transponder-based toll processing as each agency examines the opportunity to use a common toll protocol.

Finally, discussions between the IAG (E-ZPass) and the southern regional interoperable states have reconvened. In a meeting held on September 23, 2015, significant progress was made toward developing the model that will allow for interoperability along the I-95 corridor. In deference to the governance structure of the IAG, which will hold an Executive Committee Meeting early next month, it would not be appropriate for me to discuss the next steps in our discussion other than to say that representatives of the IAG will be joining the next meeting of the Southern Regional Interoperability Group in November. It is my belief that these steps towards collaboration are indicative of the ability for common ground to be uncovered and interoperability along this corridor to be achieved sooner rather than later.

In closing, it is important to emphasize that almost all toll agencies across the country are undertaking activities to make national toll interoperability possible. From the installation of multi-protocol readers to streamlining the types of transponders offered, it is these activities coupled with a collegial approach that will enable us to reach the goal of national toll interoperability.

Thank you for the opportunity to update you on this important initiative.