

Massachusetts Department of Transportation - Highway Division

Yearly Traffic & Revenue History

Year	Western Turnpike		Boston Extension		Summer Tunnel		Ted Williams Tunnel Airport 190		Ted Williams Tunnel McCluskey Hwy 1A-190		Combines Tunnels		Tobin Bridge	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
1952														
1953														
1954														
1955														
1956														
1957	7,421,458	\$6,648,438												
1958	10,922,532	\$9,889,107												
1959	12,217,215	\$11,322,455												
1960	13,488,205	\$12,302,749												
1961	14,603,327	\$13,172,779												
1962	15,072,291	\$13,804,427												
1963	15,833,809	\$14,443,850												
1964	17,740,555	\$15,872,702	4,894,225	\$281,986	16,331,652	\$3,998,422					16,331,652	\$3,998,422		
1965	21,223,369	\$17,643,942	25,438,363	\$5,522,348	17,419,201	\$4,275,726					17,419,201	\$4,275,726		
1966	23,461,833	\$18,696,712	33,448,863	\$7,415,206	18,529,535	\$4,561,723					18,529,535	\$4,561,723		
1967	24,772,000	\$19,481,062	37,350,541	\$8,555,649	19,538,887	\$4,819,274					19,538,887	\$4,819,274		
1968	26,274,329	\$21,934,593	40,199,295	\$9,993,242	20,948,054	\$5,167,034					20,948,054	\$5,167,034		
1969	28,427,876	\$23,576,095	42,739,219	\$10,868,181	21,485,663	\$5,305,139					21,485,663	\$5,305,139		
1970	29,956,985	\$24,105,839	43,152,032	\$11,611,928	22,328,440	\$5,523,609					22,328,440	\$5,523,609		
1971	31,478,837	\$24,835,825	44,628,449	\$12,077,499	22,497,090	\$5,584,754					22,497,090	\$5,584,754		
1972	33,294,919	\$26,072,707	46,806,836	\$12,726,213	23,236,310	\$5,766,015					23,236,310	\$5,766,015		
1973	34,862,305	\$27,094,780	48,067,041	\$13,112,629	25,625,311	\$6,377,143					25,625,311	\$6,377,143		
1974	32,658,641	\$25,029,300	46,143,522	\$12,642,345	24,609,353	\$6,096,696					24,609,353	\$6,096,696		
1975	34,589,029	\$25,884,904	47,911,617	\$13,024,594	24,740,516	\$6,124,499					24,740,516	\$6,124,499		
1976	37,214,610	\$27,579,580	51,053,644	\$13,681,825	25,819,257	\$6,396,932					25,819,257	\$6,396,932		
1977	39,954,311	\$29,355,226	53,818,337	\$14,575,821	25,568,912	\$6,341,677					25,568,912	\$6,341,677		
1978	42,359,959	\$31,129,311	56,660,094	\$15,344,324	26,458,394	\$6,571,927					26,458,394	\$6,571,927		
1979	42,361,248	\$31,099,689	58,369,078	\$15,841,309	28,352,496	\$7,045,963					28,352,496	\$7,045,963		
1980	42,056,547	\$39,030,627	57,376,898	\$19,884,565	27,658,890	\$7,894,277					27,658,890	\$7,894,277		
1981	43,259,332	\$41,451,612	58,899,918	\$21,207,172	28,086,793	\$8,204,006					28,086,793	\$8,204,006		
1982	45,892,245	\$43,266,921	61,998,364	\$22,241,071	28,297,666	\$8,278,766					28,297,666	\$8,278,766		
1983	49,483,807	\$46,616,196	52,261,373	\$18,665,736	14,737,585	\$8,569,089					14,737,585	\$8,569,089		
1984	53,720,015	\$55,782,245	56,275,022	\$20,111,880	15,353,872	\$8,989,633					15,353,872	\$8,989,633		
1985	56,961,180	\$59,321,883	59,080,682	\$21,077,608	15,696,539	\$9,197,577					15,696,539	\$9,197,577		
1986	61,036,463	\$63,440,042	61,785,792	\$21,950,726	16,170,626	\$9,462,481					16,170,626	\$9,462,481		
1987	65,461,255	\$67,444,117	63,778,689	\$22,618,165	16,453,096	\$9,626,032					16,453,096	\$9,626,032		
1988	69,072,933	\$70,989,361	66,351,287	\$23,455,492	16,735,920	\$9,767,561					16,735,920	\$9,767,561		
1989	69,966,394	\$71,824,932	66,311,840	\$23,435,600	16,876,227	\$12,223,036					16,876,227	\$12,223,036		
1990	68,106,589	\$92,188,412	64,048,108	\$30,067,689	16,640,266	\$16,148,067					16,640,266	\$16,148,067		
1991	67,113,860	\$93,621,973	62,411,879	\$30,616,759	16,163,217	\$15,670,147					16,163,217	\$15,670,147		
1992	69,371,062	\$96,646,375	63,994,957	\$31,401,940	16,400,861	\$15,951,887					16,400,861	\$15,951,887		
1993	70,996,948	\$98,915,238	65,261,873	\$32,004,579	16,595,934	\$16,154,079					16,595,934	\$16,154,079		
1994	73,287,463	\$102,050,655	66,100,506	\$32,463,623	16,662,567	\$16,235,147					16,662,567	\$16,235,147		
1995	74,954,608	\$105,048,217	66,799,212	\$32,850,730	17,188,808	\$16,830,371	66,221	\$128,625			17,255,029	\$16,958,996		
1996	78,509,863	\$102,914,049	66,797,833	\$33,184,941	16,255,705	\$18,391,996	2,566,243	\$4,684,819			18,821,948	\$23,076,815		
1997	83,149,926	\$100,301,979	64,577,028	\$32,861,475	15,154,131	\$23,137,693	3,830,854	\$8,407,198			18,984,985	\$31,544,891		
1998	87,888,065	\$105,820,882	65,483,101	\$33,327,464	13,730,699	\$27,457,629	5,004,600	\$12,891,320			18,735,299	\$40,348,949		
1999	88,942,301	\$107,763,463	65,687,977	\$33,359,749	12,614,724	\$25,083,475	6,234,481	\$15,653,671			18,849,205	\$40,737,146		
2000	94,430,967	\$113,986,032	66,558,727	\$33,757,067	12,894,216	\$25,829,772	6,195,852	\$15,558,192			19,090,068	\$41,387,964		
2001	97,269,699	\$116,436,720	66,028,346	\$33,489,345	12,405,512	\$24,517,791	5,683,839	\$14,158,028			18,089,351	\$38,675,819		
2002	100,744,093	\$123,749,760	63,560,472	\$44,812,430	11,519,622	\$27,094,961	5,535,149	\$16,686,848	77,803	\$269,720	17,132,574	\$44,051,529		
2003	101,702,384	\$129,349,059	64,807,065	\$59,052,067	8,571,394	\$23,497,724	6,190,118	\$21,088,463	2,795,776	\$8,462,957	17,557,288	\$53,049,144		
2004	104,652,080	\$133,606,491	67,479,663	\$61,076,569	6,826,353	\$18,644,300	8,395,351	\$27,634,625	4,383,953	\$12,962,794	19,605,657	\$59,241,719		
2005	103,774,957	\$133,105,345	67,867,596	\$61,274,916	6,894,291	\$19,030,036	8,182,266	\$27,560,851	5,269,516	\$15,188,418	20,346,073	\$61,779,305		
2006	104,934,837	\$134,175,215	67,856,476	\$61,148,952	8,972,461	\$25,624,198	6,566,575	\$22,123,813	3,914,381	\$11,351,462	19,453,417	\$59,099,473		
2007	105,662,491	\$134,954,909	70,953,978	\$63,818,510	8,384,518	\$23,862,680	7,821,796	\$26,317,930	4,830,223	\$13,985,494	21,036,537	\$64,166,104		
2008	103,111,936	\$136,158,060	67,760,994	\$77,840,046	7,936,493	\$26,156,018	7,198,331	\$28,257,693	4,968,312	\$16,851,761	20,103,136	\$71,265,472		
2009	103,187,282	\$133,952,044	66,226,052	\$74,918,499	7,772,180	\$24,912,695	6,996,292	\$26,868,987	5,005,178	\$16,691,986	19,773,650	\$68,473,668		
2010	105,834,928	\$138,152,900	68,250,994	\$76,855,167	8,238,142	\$26,538,413	7,594,383	\$29,150,438	5,231,609	\$17,317,174	21,064,134	\$73,006,025	11,165,373	\$30,226,561
2011	104,505,879	\$136,761,448	68,431,216	\$76,987,046	8,609,995	\$28,069,030	7,696,317	\$29,549,194	5,313,835	\$17,527,743	21,620,147	\$75,145,967	11,904,127	\$32,120,815
2012	105,261,281	\$138,054,786	69,052,755	\$77,599,690	9,025,767	\$29,467,822	7,765,747	\$29,835,145	5,536,418	\$18,220,829	22,327,932	\$77,523,796	11,849,232	\$31,696,483
2013	104,292,410	\$141,565,761	69,419,321	\$77,888,018	9,393,689	\$30,908,348	7,910,214	\$30,351,704	5,783,938	\$19,166,789	23,087,841	\$80,426,841	11,553,028	\$30,593,082
TOTAL	3,348,785,723	\$3,879,423,781	2,880,217,150	\$1,594,580,385	844,407,830	\$727,383,270	117,434,629	\$386,907,544	53,110,942	\$167,997,127	1,014,953,401	\$1,282,287,941	46,471,760	\$124,636,941

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Year	NOTES	Combined	
		Transactions	Revenue
1952	MTA Established - under acts and resolves of 1952.	0	\$0
1953	Two years of study and financing. Commonwealth does not contribute any financial assistance.	0	\$0
1954		0	\$0
1955	Construction of Turnpike began in January, 1955 - at New York state line in Stockbridge.	0	\$0
1956		0	\$0
1957	Turnpike opened on May 16, 1957 - 123.3 miles. Planning actions for Extension commenced in May, 1957.	7,421,458	\$6,648,438
1958	2nd Tunnel (Callahan) authorized - 1958. 1st full year of Turnpike operation.	10,922,532	\$9,889,107
1959	Summer Tunnel (opened June 30, 1934) acquired from Boston on April 19, 1959 (\$11,633,790) 1.29 miles. Class 1 fare increase (from Stockbridge to Weston) 90¢ to \$1.00.	12,217,215	\$11,322,455
1960		13,488,205	\$12,302,749
1961	Callahan Tunnel opened on November 1, 1961 - 1.38 miles. Modernization of Summer Tunnel completed.	14,603,327	\$13,172,779
1962	Summer/Callahan automobile fare increase 5¢ to 25¢; Commuter discount tickets initiated at 20¢ per trip; Trucks re-classed - weight to axles.	15,072,291	\$13,804,427
1963		15,833,809	\$14,443,850
1964	Extension (I/C's 15, 16, 18) opened September 14, 1964 - 11.3 miles. Turnpike full length toll for auto's from \$2.45 to \$2.50; Class 6 increased I/C's 1-7 and I/C's 1-8.	38,966,432	\$20,153,110
1965	Extension completed February 18, 1965.	64,080,933	\$27,442,016
1966	Free day on Extension - February 28, 1966.	75,440,231	\$30,673,641
1967	October, 1967 - Turnpike: general fare increase. Extension: auto fares at I/C 18 from 15¢ to 20¢; at I/C 19 from 25¢ to 30¢; general commercial increases.	81,661,428	\$32,855,985
1968		87,421,678	\$37,094,869
1969	October, 1969 - Extension auto fare increase, I/C 16, from 10¢ to 15¢, I/C 20, 20¢ to 25¢. I/C 15 selective commercial rate changes. Commuter books 15¢ trip eliminated.	92,652,758	\$39,749,415
1970		95,437,457	\$41,241,376
1971		98,604,376	\$42,498,078
1972	October 1, 1972 - added vehicle classes 4 & 9. Fare increase on Turnpike and Extension. Tandem tolls increased. Volume discounts eliminated.	103,338,065	\$44,564,935
1973	November 15, 1973 - Start of energy crisis. Truck accident September 10; Tobin Bridge closed, re-opens November 21.	108,554,657	\$46,584,552
1974	Energy crisis 1973 - 1974.	103,411,516	\$43,768,341
1975		107,241,162	\$45,033,997
1976		114,087,511	\$47,658,337
1977	Tunnel ramps under construction.	119,341,560	\$50,272,724
1978	Major snow storms - January 20, February 6 blizzard of '78.	125,478,447	\$53,045,562
1979		129,082,822	\$53,986,961
1980	March 1st - general fare increase. Car Pool program initiated.	127,092,335	\$66,809,469
1981		130,246,043	\$70,862,790
1982		136,188,275	\$73,786,758
1983	One Trust. May 2nd - one way toll at Sumner Tunnel, Callahan traffic reported separately.	116,482,765	\$73,851,021
1984	Callahan traffic estimated at 1.05 times Summer traffic; 1984 - 1992. Tunnel Commuter fare doubles to 40¢.	125,348,909	\$84,883,758
1985		131,738,401	\$89,597,068
1986		138,992,881	\$94,853,249
1987	Total Revenue > \$100 million (\$103,233,558)	145,693,040	\$99,688,314
1988		152,160,140	\$104,212,414
1989	July, 1989 - Commuter discount; resident rule with 3 month grace period - Tunnel fare increase; auto's from 60¢ to \$1.00.	153,154,461	\$107,483,568
1990	March 1st, 1990 - fare increase on Turnpike & Extension; Extension class change to number of axles.	148,794,963	\$138,404,168
1991	December 31st - switched to new Tunnel system compatible with Turnpike and Extension system. New features; automatic receipts, charge cards, non-rev cards.	145,688,956	\$139,908,879
1992		149,766,880	\$144,000,202
1993	Vehicle detectors for East Boston and Logan airport installed in Callahan Tunnel on June 2nd.	152,854,755	\$147,073,896
1994	Turnpike revenue > \$100 million.	156,050,536	\$150,749,425
1995	December 15, 8 PM - Ted Williams Tunnel open to commercial traffic; 1.6 miles, .75 miles under water. New commercial rates at Sumner and TWT.	159,008,849	\$154,857,943
1996	May 1st - Lumber truck accident, I-93 lower deck. July 15 - no class 1 tolls between I/C's 1 to 4. September 21 - Callahan Vehicle Detector Loops were removed for road repair but never replaced. September 26 - toll booths at I/C 16 were removed. South Boston Commuter tickets. September 29 - no class 1 tolls between I/C's 5 and 6.	164,129,644	\$159,175,805
1997	June 30 - Tobin Bridge fare increase. July 10 - Tunnels fare increase. Tolls were suspended on the Turnpike and Extension for a 36 hour period (noon Wednesday to Midnight Thursday THANKSGIVING). November 20 - Vehicle Detector Loops installed at the TWT eastbound.	166,711,939	\$164,708,345
1998	10/4, FAST LANE begins operations at the Ted Williams Tunnel. 10/22, Plaza 10A opens on the Western Turnpike. 10/30, FAST LANE begins operations on the Extension & Sumner Tunnel.	172,106,465	\$179,497,295
1999	6/29, FAST LANE begins operation on the Western Turnpike.	173,479,483	\$181,860,358
2000		180,079,762	\$189,131,063
2001		181,387,396	\$188,601,884
2002	1/1, Tobin Bridge fare increase, auto from \$1.00 to \$2.00. 7/1, MHS 100% fare increase. Extension, auto from 50¢ to \$1.00, Tunnels, auto from \$2.00 to \$3.00. 7/1 A 50% discount on the class 1 fare increase is offered to MHS AVI customers (POVAB only) using I/C's 15 thru Tunnels. Dec. 7, Plaza #37 opens on the TWT, 1A to I-90.	181,437,139	\$212,613,719
2003	3/30, "Liberty Tunnel" opens to the public (Northbound Only).	184,066,737	\$241,450,270
2004	April 4 - Tobin Bridge fare increase (auto's from \$2 to \$3) (Fast Lane program - auto's get a 50¢ discount) July 26 thru July 29 - Democratic National Convention; I-90 and Sumner Tunnel were closed during convention hours.	191,737,400	\$253,924,779
2005		191,988,626	\$256,159,566
2006	May 19 - Tanker truck carrying liquefied methane gas traveling westbound rolls over near I-495 ramps closing a 22-mile stretch of road from I/C 10 in Auburn to I/C 12 in Framingham. July 10 - Tunnel ceiling panels collapse just inside the I-90 connector closing access westbound toward the airport. December 23 - I-90 Connector westbound opens.	192,244,730	\$254,423,640
2007	October 13 - U-turn lane opens, plaza 20A (99); taxi's and busses only. November 21 - Maxwell House Coffee sponsored a toll free promotion at I/C 19 all lanes from 7am to 9am.	197,653,006	\$262,939,523
2008	January 1 - MHS toll increase. Extension, auto's up 25 cents to \$1.25, Tunnels, auto's up 50 cents to \$3.50; all traffic entering or exiting I/C 15 toll increased by 25 cents. Annual Re-Certification of Car Pool Program users is initiated. March 30 - U-Turn lane opens to all POV's with Fast Lane or E-Z Pass transponders.	190,976,066	\$285,263,578
2009	February 15 - transponders are free of charge when opening a new account. June 26 - Governor Patrick signs legislation creating massDOT. November 1 - MassDOT begins operating as the new transportation organization, as established under Governor Patrick's landmark legislation, Chapter 25 of the Acts of 2009.	189,186,984	\$277,344,211
2010	January 1 - Tobin Bridge merges with massDOT.	206,315,429	\$318,240,653
2011	August 28 - Tolls were waived on all toll roads for approximately 22 hours due to Tropical Storm Irene. November 23 - Zappos! Sponsored a toll-free promotion between 5:00 PM and 7:00 PM at I/C's 18, 19 and 20.	206,461,369	\$321,015,276
2012	March 5 - (All Plaza Groups) The process and issuance of unpaid toll envelopes is replaced with a new process and issuance of a "NO CASH VIOLATION" form. June 22 - Boston Symphony Orchestra Sponsored Toll Free Promotion; Tanglewood's 75th Anniversary. Interchange 19 EB and WB 5:00 PM to 6:00 PM. October 29 - Hurricane Sandy. November 16 - 4:40 PM thru November 18, 10:00 PM - Tolls were waived at the Tobin Bridge as a result of hazardous materials in the air. November 21 - Plymouth Rock Assurance Sponsored Toll Free Promotion at Interchange 19 EB and WB 3:00 PM to 4:00 PM. November 29 - Boston Red Sox Sponsored Toll Free Promotion at Interchange 19 EB and WB 3:00 PM to 4:00 PM.	208,491,200	\$324,874,755
2013	On Tuesday, October 15, Class 1 Toll Collection was re-installed back to early 1996 toll rates at Interchanges 1 through 6. November 27 - Plymouth Rock Assurance Sponsored Toll Free Promotion at Interchange 19 EB and WB 3:00 PM to 4:00 PM.	208,352,600	\$330,473,701
TOTAL		7,290,428,034	\$6,880,929,047