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# **2006 TRAFFIC ENGINEERING REPORT**

## **Year 2007 Toll Bridge Traffic Volume And Revenue Projections**

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Delaware River  
Joint Toll Bridge  
Commission

**Submitted to:**

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### **Delaware River Joint Toll Bridge Commission**

Administration Building, 110 Wood Street  
Morrisville, PA 19067

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***COPY***

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**Gregory K. Farnum, P.E.**

New Jersey Professional Engineer License No.: 24GE04006600  
Pennsylvania Professional Engineer License No.: PE046389E

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## **EXECUTIVE SUMMARY**

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Pennoni Associates Inc. (Pennoni) has been retained by the Delaware River Joint Toll Bridge Commission (Commission) to determine if the projected year 2007 revenues will be enough to satisfy the conditions of the Bridge System Revenue Bonds, Series 2003. Specifically, Section 703 (b), paragraph 2 of the Bridge System Revenue Bonds, Series 2003 states that the Commission will not issue any Additional Bonds constituting Long-Term Indebtedness unless (along with other things) the following is delivered to the Trustee:

A report of a Consultant to the effect that (i) the Net Revenues of the Commission during the preceding Fiscal Year were at least 130% of the Maximum Annual Debt Service on all Applicable Long-Term Indebtedness then Outstanding and on any Applicable Long-Term Indebtedness proposed to be issued (which report may assume any revisions of the Tolls which have been approved by the Commission subsequent to the beginning of such Fiscal Year were in effect for the entire Fiscal Year), and (ii) the Projected Debt Service Coverage Ratio is not less than 1.30.

The Commission has made several changes to the toll structure and operations at the toll bridges. On November 30, 2002, an electronic toll collection (ETC) system utilizing E-ZPass technology was introduced, with tolls being increased for all vehicle classes on all toll bridges, with discounts given to E-ZPass vehicles. In addition, toll collection at the New Hope – Lambertville Toll Bridge was converted to one-way westbound, the same as the other Commission toll bridges. On October 31, 2003, tolls for passenger cars were reduced, and on January 1, 2004, tolls for trucks were increased.

Revenues for 2007 were projected by applying the current toll structure to the 2007 projected volumes for each vehicle type on the seven toll bridges under the jurisdiction of the Commission.

The sum of year 2007 projected toll bridge revenues (\$81,076,101) under the current toll structure is high enough to satisfy Section 703 (b), paragraph 2 of the Bridge System Revenue Bonds, Series 2003. Table 16 lists the projected revenues and expenditures for the year 2007. Since there is a projected Debt Service Coverage Ratio of 3.28, the requirements of the Bridge System Revenue Bonds, Series 2003 are projected to be met.

## **INTRODUCTION**

Pennoni Associates Inc. (Pennoni) has been retained by the Delaware River Joint Toll Bridge Commission (Commission) to project traffic volumes by vehicle type on the seven toll bridges for the year 2007. The seven toll bridges and 13 toll-supported bridges under the jurisdiction of the Commission are listed below from south to north.

<b>TOLL BRIDGES</b>	<b>TOLL-SUPPORTED BRIDGES</b>
<b>DISTRICT ONE</b>	
Trenton–Morrisville (U.S. Route 1)	Lower Trenton
New Hope–Lambertville (U.S. Route 202)	Calhoun Street
	Scudder Falls (Interstate 95)
	Washington Crossing
	New Hope–Lambertville (Route 179)
	Centre Bridge–Stockton
	Lumberville–Raven Rock (Pedestrian Only)
<b>DISTRICT TWO</b>	
Interstate 78	Uhlerstown–Frenchtown
Easton–Phillipsburg (U.S. Route 22)	Upper Black Eddy–Milford
	Riegelsville
	Northampton Street
	Riverton–Belvidere
<b>DISTRICT THREE</b>	
Portland–Columbia	Portland Columbia (Pedestrian Only)
Delaware Water Gap (Interstate 80)	
Milford–Montague	

The purpose of the study is to determine if year 2007 projected toll revenues (under the current toll structure) will satisfy the requirements of the Bridge System Revenue Bonds, Series 2003. Specifically, Section 703 (b), paragraph 2 of the Bridge System Revenue Bonds, Series 2003 states that the Commission will not issue any Additional Bonds constituting Long-Term Indebtedness unless (along with other things) the following is delivered to the Trustee:

A report of a Consultant to the effect that (i) the Net Revenues of the Commission during the preceding Fiscal Year were at least 130% of the Maximum Annual Debt Service on all Applicable Long-Term Indebtedness then Outstanding and on any Applicable Long-Term Indebtedness proposed to be issued (which report may assume any revisions of the Tolls which have been approved by the Commission subsequent to the beginning of such Fiscal Year were in effect for the entire Fiscal Year), and (ii) the Projected Debt Service Coverage Ratio is not less than 1.30.

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## **METHODOLOGY**

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To project traffic volumes on the toll bridges for the year 2007, we considered new development projects which could add traffic to the toll bridges, roadway construction projects which could divert motorists from their regular routes, and general background growth, based on historic traffic volume data crossing the bridges.

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## **YEAR 2007 DEVELOPMENT PROJECTS**

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County planning/engineering offices for the eight counties along the Delaware River within the study area (Bucks, Northampton, Monroe, Pike, Mercer, Hunterdon, Warren, and Sussex) as well as staff from PENNDOT and NJDOT were contacted to learn of large developments which could have a major affect on toll bridge volumes during the year 2007. While several development projects are underway, only a few major projects are expected to open/expand/contract during the 2007 calendar year. For informational purposes, we have discussed major projects which may reach full buildout in the distant future but will likely not contribute any traffic during the year 2007.

### **District 1**

In Mercer County, Ashley Park which is owned by Bristol-Myers Squibb is located at I-95 and Princeton Pike in Lawrence Township. The property is currently under construction for a one million square foot office building, to be occupied by mid to late 2007.

The Merrill Lynch facility located off the Scotch Road exit of I-95 in Hopewell Township is in the preliminary design stages for a three million square foot addition. This addition is not expected to be completed by the end 2007.

We note that the Bristol-Myers Squibb and Merrill Lynch properties are off I-95, and motorists to / from Pennsylvania would likely use the Scudder Falls (I-95) toll supported bridge, which will not affect the toll revenue income for 2007 year.

The Quakerbridge Mall, located next to the Mercer Mall in Lawrence Township approximately seven miles from the Trenton-Morrisville Toll Bridge is considering an expansion, but is in the preliminary design stages at this point. The expansion is expected to be completed by 2008 at the earliest. Nonetheless, no additional traffic from Pennsylvania is anticipated to cross the Trenton-Morrisville Toll Bridge to use the Quakerbridge Mall when it is expanded, since the Oxford Valley Mall located on Route 1 in Middletown, Bucks County is less than seven miles from the Trenton-Morrisville Toll Bridge.

There are several other medium sized developments in Mercer County at various stages of the approval process, but many are not near the Delaware River or Route 1. No specific increase in traffic at the Trenton-Morrisville Toll Bridge was assumed from Mercer County developments.

In Bucks County, several small age-qualified residential developments totaling almost 1,300 units have been proposed in Bensalem, Lower Makefield, Middletown and Newtown during 2006. Also several small industrial land developments totaling almost 1,200,000 square feet have been proposed in Bristol and Falls during 2006. Motorists destined to these facilities from New Jersey

could use the turnpike bridge, the Scudder Falls Toll Supported Bridge, or the Trenton Morrisville Toll Bridge to cross into New Jersey. Nonetheless, we have not assumed any additional traffic crossing the Trenton-Morrisville Toll Bridge from these buildings in 2007, in part due to the early development stage of most projects.

The Matrix development in Lower Makefield and Middletown Townships went under major redesign in 2006. The project will now be broken into two phases with the first phase consisting of 600 age qualified units of single family homes, condominiums and town homes which is projected to be completed in 2008. The second phase will consist of 55,000 square feet of both office space and retail. Nothing will be occupied in 2007.

Philadelphia Park located near PA Turnpike and Route 1 in Bensalem is part of the first phase of casino expansion into Pennsylvania. The race track originally opened in November of 1974 and was one of six race tracks in Pennsylvania to be awarded with a gaming license to install up to 5,000 slot machines. On December 19, 2006, the facility opened with 1,996 slot machines, and will eventually have 3,000 slot machines. The other five tracks are located outside of the study area, with the closest park at Pocono Downs in Plains Township, more than 50 miles from The Delaware Water Gap or Milford Montague Toll Bridges.

As the Trenton Morrisville Toll Bridge would be the most direct route for NJ residents to reach Philadelphia Park, we have conservatively not assigned any additional growth to this bridge from a revenue standpoint. Trip Generation estimates for full casinos vary widely, and we do not have before and after data of trip generation at a thoroughbred racetrack with slot machines.

In Hunterdon County, the final phases of an age restricted residential development are expected to be occupied by 2007. While the development is located close to the New Hope Lambertville Toll Bridge, it is only 129 units and can also use the New Hope Lambertville Toll Supported Bridge.

Another small residential development is to be located in Sergeantsville, just off of Hunterdon County Route 523. We note that Route 523 is the New Jersey approach to the Centre Bridge-Stockton Toll Supported Bridge. No additional traffic is expected at the toll bridges from this development.

## **District 2**

The Sands Bethworks Casino is one of the five new stand alone casinos in Pennsylvania, and one of two outside of Philadelphia and Pittsburgh. The casino will be located at the former Bethlehem Steel plant in the City of Bethlehem and is expected to open in July 2008 with 5,000 slot machines. The project is also considering a 300,000 square foot casino with 5,000 slot machines, a 500 to 1,000 room hotel, a convention center, and 800,000 square feet of retail space, up to 1,200 apartments, a festival hall, a 3,000 seat arena, and a spa.

An upscale retail lifestyle center of approximately 1.0 million square feet is being considered in Bethlehem on Route 33 and Freemansburg Road, but plans are in the preliminary design phase. The project will not be completed in 2007.

Greenfield Industrial Park is a proposed 1,300,000 square foot warehouse located in Bethlehem which is currently under construction and is scheduled to open sometime in 2007.



Martin Tower in Bethlehem is proposed to consist of a 22-story condominium building with 800 units and 15 acres of additional residential and retail. Currently the site is in the process of rezoning, and is not expected to be completed by the end of 2007.

The Scranton Wilkes-Barre Red Barons, the Philadelphia Phillies AAA minor league team will be relocating from Scranton/Wilkes-Barre to Allentown, and a new stadium will be built beside the location for the Aztar Corporation Casino. The new stadium will seat 5,000 people and is scheduled to open up in the spring of 2008. The Phillies minor league team will play home games in Ottawa during 2007. In concert with the Phillies AAA team leaving Scranton Wilkes-Barre, the New York Yankees have relocated their AAA team from Columbus Ohio to Scranton Wilkes-Barre. While the Yankees AAA team may draw more northern NJ Yankees fans than the Phillies AAA team, no major changes to travel patterns across the toll bridges are expected to occur in 2007.

An upscale retail lifestyle center consisting of 443,000 square feet of retail is under construction at Route 309 and I-78 in Saucon Valley. It is scheduled to open up to the public in October of 2007. As this facility is located over 15 miles from NJ, we do not anticipate any additional traffic crossing the I-78 or Easton-Phillipsburg bridges.

Several smaller developments are underway, but these are not expected to alter traffic volumes on the toll bridges.

In Warren County, a mixed development of approximately 120 units of residential and 1,400,000 square feet of retail are proposed in Franklin, but it is not anticipated to be occupied in 2007.

### **District 3**

During 2005 and 2006 the Mountain Laurel Center for the Performing Arts in Bushkill, Pike County, PA was under negotiations to be sold, and ownership changed in March of 2006. With ownership in question for the better part of 2005 there was approximately 10 events scheduled for the 2006 season. While the 2007 schedule is not complete, we have assumed that the number of scheduled events will increase with new ownership during the summer of 2007, but will not have enough impact on traffic to increase traffic on the toll bridges.

Surrounding the Performing Arts Center, up to 5,300 housing units are being considered in Lehman Township. At this point, the development is in the early approval process and the project is not scheduled to be completed in 2007.

In Monroe County, a slot machine casino license has been awarded to the Mount Airy resort in Paradise Township. Preliminary timetables indicate that the Mount Airy resort casino will open in November 2007. To be conservative, we have not assumed any additional toll revenues from this casino.

The Shawnee Valley residential development located just north of the Delaware Water Gap Toll Bridge received approvals for approximately 1,500 homes in 1988, and is starting to move forward. The first stage of approximately 200 homes will be built soon, but no specific increase was assumed for 2007.

No major developments are proposed in Sussex County for 2007.



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## **RECENT ROADWAY CONSTRUCTION PROJECTS**

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County planning/engineering offices and the departments of transportation were also asked about significant roadway construction projects near the bridges. In addition, the Delaware Valley Regional Planning Commission (DVRPC) Transportation Improvement Program (TIP) was also reviewed. Our findings are as follows:

### **Bucks County, Pennsylvania**

- ☑ The Pennsylvania Turnpike will have an interchange with I-95 in Bristol. The project is in the first phase of construction and is expected to continue until 2010. Phase I will not affect any traffic patterns in 2007.
- ☑ In Doylestown and Buckingham Townships, modifications will be made to US Route 202 from Route 313 to Mechanicville Road. However it is not anticipated that the traffic volumes at the New Hope Lambertville Toll Bridge will be altered from this project in 2007.
- ☑ In Doylestown and Warrington Townships, US Route 202 from Welsh Road to SR 611 will be widened. The construction schedule will be broken up into four phases from 2007-2010. However the distance of the project to the New Hope Lambertville Toll Bridge will not impact the toll bridge volumes.

### **Mercer County, New Jersey**

- ☑ Resurfacing of Interstate 95 from Route 29 to Route 1 will begin in early 2007. The installation of signing, top soil and seeding of exposed areas, guiderail upgrades and restriping will also occur along segments of the project area. The resurfacing will take place during the overnight off peak periods and is not anticipated to alter traffic volumes in 2007.
- ☑ Interstate 195 in Hamilton Township will have a two mile section resurfaced, along with the ramps at the Interstate 195/295 interchange and the ramp to Route 206 southbound. This project is not anticipated to alter traffic volumes on any toll bridges in 2007.

In reviewing the Lehigh Valley Transportation Improvement Program (TIP) as well as the DVRPC TIP for Pennsylvania and New Jersey, there are no major construction projects planned in other areas that are projected to have significant effects on volumes or patterns near the bridges.

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## ***HISTORICAL TRAFFIC VOLUMES***

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The Commission provided historical traffic volume information for the eleven vehicular toll-supported bridges and the seven toll bridges. For the purpose of this study, volumes and toll revenue data from the years 2001 to 2006 were used.

Monthly traffic volume data for the toll-supported bridges is summarized on a yearly basis from 2001 to 2006, as listed in Tables 1 through 6. Where volume data was not available, traffic volumes were estimated and are shown in italics. No vehicle classification was provided, but most toll-supported bridges (with the exception on the Scudder Falls Bridge and the Upper Black Eddy-Milford Bridge) have weight restrictions prohibiting large trucks.

The Scudder Falls Toll Supported Bridge carries approximately 19-20 million vehicles per year, which converts to an average annual daily traffic volume (AADT) of approximately 55,000 vehicles. Since traffic is higher on weekdays, the average weekday traffic volume (AWDT) is approximately 58,000 vehicles. Volumes on the Scudder Falls Bridge have remained constant for several years. The Northampton Street and Calhoun Street Toll Supported Bridges carry approximately 6.7-8.5 million vehicles per year, and the Lower Trenton and New Hope-Lambertville Toll Supported Bridges carry approximately 4.5 – 6.5 million vehicles per year. While the Calhoun Street Toll Supported Bridge has always carried more traffic than the Lower Trenton Bridge, the gap is narrowing, with a difference of approximately 700,000 vehicles over the past few years, down from over two (2) million cars in 2001. We note that construction on the New Hope-Lambertville Toll Supported Bridge closed this bridge for weekdays in the early part of 2004, reducing the yearly volume to approximately 3.7 million vehicles. The remaining toll-supported bridges carry from 1.1 to 2.7 million vehicles per year.

At the toll supported bridges, there were minor fluctuations in volumes year to year on most bridges, with the five-year trend generally less than three percent per year. Of exception are the Uhlerstown-Frenchtown, Riegelsville, and New Hope-Lambertville Toll Supported Bridges. We note that volumes at Uhlerstown-Frenchtown have remained consistent for the past three years, while volumes at Riegelsville during 2004 are similar to those from 2003. The Lower Trenton Bridge realized the greatest yearly changes from 2002 to 2003 due to the toll increase, and again saw a large change from 2003 to 2004 due to the toll decrease. More vehicles gradually returned to the Route 1 Bridge from the Lower Trenton Bridge during 2005 and 2006.

During 2001, The Uhlerstown-Frenchtown Bridge was closed for repairs during weekdays from March through July, with most traffic diverting to the Upper Black Eddy-Milford Bridge and some diverting to the Centre Bridge-Stockton Bridge. Year 2002 to 2006 volumes indicate that traffic has returned to Uhlerstown-Frenchtown, but not back to the levels prior to construction. The Riegelsville Bridge has remained essentially unchanged from 2000 to 2002, and then had approximately 300,000 - 400,000 fewer vehicles in 2003 through 2006. Conversely, the Lower Trenton Bridge had modest growth from 2000 to 2001, and then a spike of 500,000 vehicles in traffic during 2002 and a higher spike of 1,000,000 in 2003. Volumes have reduced by approximately 500,000 from 2003 to 2006. We assume that vehicles diverting from the Trenton-Morrisville Toll Bridge after the toll increase account for the 2003 increase. Floods during April 2005 closed several smaller toll supported bridges for a period of just four days, but the Washington Crossing Toll Supported Bridge

was closed for almost the entire month. Floods at the end of June 2006 closed several toll supported bridges for two days.

Reviewing information from the seven toll bridges under the jurisdiction of the Commission during 2006, we found the Trenton-Morrisville (US Route 1), I-78, Easton-Phillipsburg (US Route 22), and Delaware Water Gap (Interstate 80) bridges carry between 6.2 million and 10.0 million toll paying (westbound) vehicles per year. The remaining three toll bridges carry between 1.29 million and 1.84 million toll paying (westbound) vehicles per year. These figures have remained consistent over the past few years, with the exception of the New Hope Lambertville Toll Bridge, which saw a spike in passenger cars during 2004 from the construction on the New Hope Lambertville Toll Supported Bridge.

The five-axle tractor-trailer continues to be the most common truck type, representing approximately 9.4 percent of vehicles crossing the seven toll bridges during 2006, and estimated to comprise approximately 9.3 percent of vehicles during 2007 but generating approximately 58 percent of the 2007 toll revenue. Conversely, passenger cars represented approximately 86 percent of the vehicles on the seven toll bridges during 2006, and are projected to generate approximately 27 percent of the toll revenue during 2007. The volume figures have remained consistent for the past several years.

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### **YEAR 2007 TRAFFIC VOLUME AND TOLL REVENUE PROJECTIONS**

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Based on the findings listed above, a growth or reduction factor was applied to 2006 data for each vehicle type on each toll bridge to project year 2007 volumes. Generally, recent one-year to three-year growth trends are considered, but the 2003 and 2004 calendar year volumes were mildly different. The November 30, 2002 toll increase caused passenger cars to divert from toll bridges to toll supported bridges that were nearby and convenient, and also caused some outright reductions in vehicles crossing the bridges. The October 31, 2003 rollback for passenger car tolls caused some vehicles to return to toll bridges, but generally not back to year 2002 volumes. In January 2004, the second phase of the truck toll increase was implemented. The August 2004 toll increase on the Pennsylvania Turnpike may have shifted some vehicles back to Commission Bridges, as an increase in five axle trucks was observed on the Trenton-Morrisville Toll Bridge. This was the first appreciable increase in this truck class, after a decline of several years. Flooding caused many smaller toll supported bridges to close for approximately 2-4 days in September 2004 and June/July 2006 but it is doubtful that this had any major impact on toll revenues.

There were generally no abnormalities during 2006. The floods during June 30 to July 1 closed several small toll supported bridges for two days. Gasoline prices were steadily rising during the summer months to approximately \$2.60 per gallon in New Jersey. The effects of Hurricane Katrina caused gasoline prices to spike from approximately \$2.60 per gallon to \$3.30 per gallon from late August to late September 2005, but by late November 2005, gasoline was observed at \$1.85 per gallon in New Jersey. Throughout 2006 gasoline prices rose steadily peaking in the summer, and began falling after Labor Day to \$1.89 per gallon. No long term effect was experienced from the September 2005 spike in prices.

Tables 7 through 13 illustrate actual traffic volumes for the seven toll bridges for the years 2001 through 2006, as well as the projected year 2007 volumes. The current toll structure was applied to the projected 2007 volumes to determine the projected year 2007 revenue for each toll bridge.

The E-ZPass electronic toll collection system provides a discount over cash paying customers. For passenger cars, casual E-ZPass customers will pay \$0.60, a 20% discount over the cash rate of \$0.75. Frequent or commuter E-ZPass users that have 20 or more crossings in a 35-calendar day period will pay \$0.45, a 40% discount over the cash fare. The sum of commuter E-ZPass transactions was provided for the seven (7) toll bridges. Based on E-ZPass penetration rates at each toll bridge and the number of total commuter E-ZPass transactions, we were able to estimate the number of cash paying passenger cars, casual E-ZPass passenger cars, and commuting E-ZPass passenger cars at each of the seven (7) toll bridges.

For trucks, there are different E-ZPass fares for peak (6 AM – 9 PM) and off peak traffic. Review of hourly traffic during a typical week in 2006 (April 28 – May 4) provided the percentage of peak traffic as a percentage of daily traffic for each truck class on every toll bridge. Data provided by the Commission indicated the percentage of trucks that are using E-ZPass. From the week of hourly data, we were able to determine the peak/off-peak split of the E-ZPass users.

We combined the data of cash users and E-ZPass users, with specific percentages of peak/off peak activity for each vehicle class at each bridge to reach a weighted average toll. For example, the 2-axle trucks at the Trenton-Morrisville Bridge will have 28% cash users at \$5.00, 66.5% peak E-ZPass users at \$4.75, and 6.5% off peak E-ZPass users at \$4.25, for a weighted average toll of \$4.79. Special permit vehicles will maintain the same toll structure of \$0.40 per ton plus \$2.00 permit fee. For example, a truck weighing 80,000 pounds (40 tons) will pay \$18.00.

Table 14 compares the 2006 volumes and revenues for each bridge and maintenance district with the projected 2007 volumes. As indicated, overall toll traffic volumes are projected to increase by approximately 455,000 vehicles (1.20%) while revenues are projected to increase by approximately \$695,000 (0.87%). The growth is projected based on the following factors:

- A small increase (0.4% - 0.6%) in vehicles on four toll bridges, a modest increase of 1.6% and 2.5% at Trenton Morrisville and I-78, respectively, and virtually no growth on the New Hope Lambertville Toll Bridge.
- A stabilizing of diverted passenger cars returning to the New Hope-Lambertville Toll Supported bridge from the New Hope-Lambertville Toll Bridge.

Table 15 is provided in response to (i) of Section 703 (b) paragraph 2 and provides 2007 Total Revenue, 2007 Operating Expenses, Net Revenue, Maximum Annual Debt Service, and 130% of the Maximum Annual Debt Service. All values were provided by the Commission. The requirement that the Net Revenue for the preceding fiscal year be at least 130% of the Maximum Annual Debt Service was met, as indicated in the Table.

Table 16 lists the 2007 projected toll revenues, and subtracts the projected operating expenses. The Net Revenue is then divided by Maximum Annual Debt Service to calculate a Projected Debt Service Coverage Ratio that is not less than 1.30. The Commission provided all the figures in Table 16, with the exception of the projected 2007 toll revenue. With a Projected Debt Service Coverage Ratio of 3.28, the requirements of the Bridge System Revenue Bonds, Series 2003 are projected to be met.



**Table 1- 2001 Toll Supported Bridge Volumes**

Month	Lower Trenton	Calhoun Street	Scudder Falls	Washington Crossing	New Hope-Lambertville	Centre Bridge-Stockton	Unersown-Frenchtown	Upper Black Eddy-Milford	Piegelsville	Northampton Street	Riverton-Baldyore	Total
January	384,765	565,225	1,542,037	180,772	<i>420,000</i>	<i>120,000</i>	111,850	107,812	112,214	639,299	131,187	4,315,161
February	362,983	536,053	1,452,342	165,324	375,707	117,831	109,361	99,143	103,747	587,134	119,243	4,028,868
March	404,806	610,836	1,680,865	190,276	433,212	149,743	62,384	161,457	121,620	673,576	141,122	4,629,897
April	420,647	596,302	1,728,375	205,862	448,242	174,344	46,567	188,291	132,380	687,195	151,778	4,779,983
May	444,715	648,001	1,807,165	219,838	474,201	190,047	48,657	202,234	141,965	705,070	161,012	5,042,905
June	435,276	637,268	1,788,324	213,296	464,735	189,874	11,579	197,288	138,031	688,357	157,618	4,921,646
July	441,550	642,315	1,763,262	215,568	481,900	197,377	82,032	186,479	133,650	686,872	161,092	4,992,097
August	443,992	637,627	1,804,596	210,511	475,032	181,842	148,935	140,826	134,384	596,153	163,246	4,937,144
September	424,868	600,629	1,660,935	208,194	443,877	172,766	141,789	130,430	<i>115,000</i>	519,383	156,282	4,574,153
October	453,607	629,170	1,763,790	<i>227,273</i>	479,347	180,683	146,865	137,916	131,110	550,054	165,831	4,865,646
November	425,718	<i>624,395</i>	1,727,379	222,734	474,795	162,230	130,867	123,899	119,832	526,887	147,807	4,686,543
December	432,553	<i>615,000</i>	1,683,506	218,213	453,421	161,604	126,579	124,824	130,914	560,880	148,246	4,655,740
<b>Total</b>	5,075,480	7,342,821	20,402,576	2,477,861	5,424,469	1,998,341	1,167,465	1,800,599	1,514,847	7,420,860	1,804,464	56,429,783

estimated figures due to adjustments shown in *italics*  
 adjusted figures due to counter malfunction rounded



**Table 2 - 2002 Toll Supported Bridge Volumes**

Month	Lower Trenton	Calhoun Street	Scudder Falls	Washington Crossing	New Hope-Lambertville	Centre Bridge-Stockton	Upperstown-Frenchtown	Upper Black Eddy-Milford	Piegelsville	Northampton Street	Riverton-Belvidere	Total
January	422,632	<i>570,000</i>	1,634,452	210,867	<i>407,964</i>	<i>138,820</i>	109,044	114,577	<i>98,000</i>	521,534	138,185	4,366,075
February	403,337	550,118	<i>1,600,000</i>	202,382	390,721	136,917	110,329	111,759	114,524	492,374	133,792	4,246,253
March	446,647	627,666	1,728,297	229,953	450,134	157,828	125,882	125,501	128,852	587,766	152,078	4,760,604
April	452,673	644,922	1,771,019	221,147	461,011	172,334	131,898	134,870	133,794	606,097	158,947	4,888,712
May	479,282	680,667	1,843,132	229,836	<i>475,000</i>	189,728	144,873	142,265	146,304	592,278	167,489	5,090,854
June	464,348	667,952	1,773,441	219,264	582,326	190,475	144,825	143,387	142,702	644,126	163,345	5,136,191
July	480,658	577,995	1,808,070	219,531	520,047	198,011	154,365	146,093	139,251	675,027	167,113	5,086,161
August	478,503	612,892	1,832,166	209,626	471,821	196,508	150,228	142,675	132,691	685,509	165,992	5,078,611
September	445,405	631,593	1,890,000	207,791	439,880	180,385	136,675	133,009	126,207	632,404	157,203	4,980,552
October	474,414	592,290	1,832,669	216,606	457,922	182,021	139,073	132,591	130,454	658,191	163,677	4,979,908
November	437,558	557,654	1,970,312	<i>205,000</i>	478,915	166,275	127,521	125,452	119,243	633,977	147,772	4,969,679
December	530,991	632,131	<i>2,150,000</i>	<i>215,000</i>	470,157	<i>158,000</i>	114,477	120,815	<i>118,000</i>	732,026	150,492	5,392,089
<b>Total</b>	5,516,448	7,345,880	21,833,558	2,587,003	5,605,898	2,067,302	1,589,190	1,572,994	1,530,022	7,461,309	1,866,085	58,975,689

estimated figures due to adjustments shown in *italics*  
 adjusted figures due to counter malfunction rounded





**Table 3 - 2003 Toll Supported Bridge Volumes**

Month	Lower Trenton	Calhoun Street	Scudder Falls	Washington Crossing	New Hope-Lambertville	Centre Bridge-Stockton	Uniontown-Frenchtown	Upper Black Eddy-Milford	Piegelsville	Northampton Street	Riverton-Baldwins	Total
January	564,310	<i>550,000</i>	1,599,968	196,664	429,548	157,104	<i>117,000</i>	<i>100,000</i>	<i>79,000</i>	974,041	143,833	4,911,468
February	443,845	521,260	1,356,222	164,661	377,167	122,798	95,028	101,033	78,494	555,358	128,562	3,944,428
March	548,534	640,157	1,693,978	207,462	482,877	159,330	123,253	128,069	96,178	685,567	161,045	4,926,450
April	538,237	636,833	1,731,919	214,795	488,760	178,486	127,826	132,334	100,623	689,978	167,730	5,007,521
May	<i>564,018</i>	<i>650,000</i>	1,803,229	221,906	514,736	189,238	138,952	144,159	105,264	722,607	179,714	5,233,823
June	551,801	<i>611,738</i>	1,774,949	220,403	509,340	188,205	138,492	140,910	100,064	700,702	176,310	5,112,914
July	579,269	639,029	1,825,107	234,055	535,268	<i>203,903</i>	152,565	<i>148,691</i>	105,971	721,007	185,300	5,330,165
August	<i>569,290</i>	626,182	1,797,945	223,958	527,067	195,991	147,191	145,387	103,158	<i>720,548</i>	<i>176,188</i>	5,232,905
September	547,070	596,817	1,725,191	219,640	482,969	178,125	133,080	136,146	94,722	<i>691,376</i>	168,274	4,973,410
October	573,398	621,353	1,849,644	236,089	522,009	188,364	136,929	141,315	100,340	724,195	177,738	5,271,374
November	515,313	568,435	1,689,946	205,939	478,800	173,185	124,837	128,857	94,727	673,099	157,195	4,810,333
December	527,089	572,532	1,633,976	199,306	458,381	153,321	110,861	120,553	94,378	669,187	149,241	4,688,825
<b>Total</b>	6,522,174	7,234,336	20,482,074	2,544,878	5,806,922	2,088,050	1,546,014	1,567,454	1,152,919	8,527,665	1,971,130	59,443,616

estimated figures due to adjustments shown in *italics*  
 adjusted figures due to counter malfunction rounded



**Table 4 - 2004 Toll Supported Bridge Volumes**

Month	Lower Trenton	Calhoun Street	Scudder Falls	Washington Crossing	New Hope-Lambertville	Centre Bridge-Stockton	Upperstown-Frenchtown	Upper Black Eddy-Milford	Piegelsville	Northampton Street	Riverton-Belvidere	Total
January	495,049	545,773	1,558,639	215,643	131,272	158,320	104,599	112,951	89,299	647,096	139,963	4,198,604
February	491,631	541,831	1,584,203	220,054	157,576	162,945	108,568	114,563	86,645	646,150	141,661	4,255,827
March	543,079	599,213	1,773,426	244,549	137,807	181,410	122,478	128,366	97,390	718,412	160,225	4,706,355
April	532,424	594,358	1,802,794	250,560	154,061	193,391	130,759	141,162	97,980	724,557	164,864	4,786,910
May	548,806	619,033	1,841,026	270,327	143,402	214,181	143,818	149,292	100,696	750,157	174,202	4,954,940
June	537,692	609,804	1,831,365	250,175	301,416	196,765	139,959	146,241	97,578	708,925	171,847	4,991,767
July	533,218	584,653	1,758,351	231,474	426,710	188,715	146,966	149,039	98,234	716,311	174,983	5,008,654
August	536,367	555,972	1,811,783	221,746	436,722	185,161	144,138	144,543	97,182	720,922	170,090	5,024,626
September	<i>547,070</i>	<i>534,777</i>	1,789,294	199,741	390,205	166,567	125,187	133,017	89,810	634,981	160,925	4,771,574
October	<i>573,398</i>	587,641	1,459,900	216,130	443,149	177,050	133,368	142,999	98,574	714,031	170,631	4,716,871
November	<i>515,313</i>	556,841	1,740,078	190,649	409,346	159,500	116,295	127,600	92,094	675,077	153,783	4,736,576
December	<i>480,000</i>	577,632	1,736,170	190,638	420,771	155,204	112,075	127,686	97,425	692,831	155,831	4,746,263
<b>Total</b>	6,334,047	6,907,528	20,687,029	2,701,686	3,552,437	2,139,209	1,528,210	1,617,459	1,142,907	8,349,450	1,939,005	56,898,967

estimated figures due to adjustments shown in *italics*  
 adjusted figures due to counter malfunction rounded



**Table 5 - 2005 Toll Supported Bridge Volumes**

Month	Lower Trenton	Calhoun Street	Scudder Falls	Washington Crossing	New Hope-Lambertville	Centre Bridge-Stockton	Upperstown-Frenchtown	Upper Black Eddy-Milford	Piegelsville	Northampton Street	Riverton-Baldwins	Total
January	453,991	520,094	1,566,950	175,523	369,422	130,496	98,147	115,312	85,589	615,480	136,364	4,267,368
February	436,839	506,071	1,521,736	167,777	359,028	126,870	95,552	109,768	82,146	599,385	135,497	4,140,669
March	<i>543,079</i>	580,142	1,766,709	192,763	405,788	148,274	113,344	126,969	94,544	692,465	155,279	4,819,356
April	<i>532,424</i>	527,249	1,131,518	21,035	385,277	145,725	103,752	116,299	99,691	591,668	147,988	3,802,626
May	<i>548,806</i>	604,119	1,877,850	183,915	441,442	182,304	128,463	137,669	114,644	716,255	167,351	5,102,818
June	<i>537,692</i>	601,724	1,858,574	198,817	436,210	182,171	127,998	132,171	116,004	710,299	165,285	5,066,945
July	<i>533,218</i>	599,309	1,786,565	202,953	427,856	188,107	138,408	135,112	114,466	700,001	170,799	4,996,794
August	<i>510,000</i>	598,063	1,858,505	201,975	437,261	180,094	134,231	131,779	110,654	741,908	162,021	5,066,491
September	482,514	558,116	1,662,649	202,075	417,298	160,857	125,248	125,340	103,239	690,890	160,440	4,688,666
October	504,022	560,559	1,745,874	200,667	439,579	<i>172,000</i>	125,108	124,343	104,940	710,506	166,786	4,854,384
November	472,857	541,370	1,654,746	186,307	417,122	145,307	116,073	116,732	99,694	678,235	159,536	4,587,979
December	480,984	558,001	1,673,429	177,476	414,259	128,022	106,302	112,082	101,868	697,971	155,725	<i>4,606,119</i>
<b>Total</b>	6,036,426	6,754,817	20,105,105	2,111,283	4,950,542	1,890,227	1,412,626	1,483,576	1,227,479	8,145,063	1,883,071	56,000,215

estimated figures due to adjustments shown in *italics*  
 adjusted figures due to counter malfunction rounded



**Table 6 - 2006 Toll Supported Bridge Volumes**

Month	Lower Trenton	Calhoun Street	Scudder Falls	Washington Crossing	New Hope-Lambertville	Centre Bridge-Stockton	Uniontown-Frenchtown	Upper Black Eddy-Milford	Piegelsville	Northampton Street	Riverton-Baldyore	Total
January	481,349	542,134	1,647,638	180,403	392,376	113,462	106,700	109,085	97,553	692,038	156,259	4,518,997
February	460,026	506,035	1,512,963	162,729	329,479	114,662	96,112	101,386	90,141	657,336	144,571	4,175,440
March	523,914	581,075	1,776,740	191,241	429,947	145,430	116,468	118,054	105,674	743,968	167,761	4,900,272
April	504,442	559,811	1,734,750	195,203	444,336	154,511	120,327	121,299	107,097	739,970	164,243	4,845,989
May	527,000	581,547	1,826,526	212,848	464,451	169,518	130,353	135,000	111,162	753,909	173,749	5,086,063
June	512,623	600,000	1,788,813	205,000	450,000	165,000	128,000	111,000	106,000	691,000	173,000	4,930,436
July	506,000	558,000	1,700,000	200,000	445,000	159,000	115,000	141,000	104,618	670,000	163,480	4,762,098
August	522,121	570,908	1,826,859	212,444	458,066	159,240	115,004	145,038	105,974	703,761	162,924	4,982,339
September	507,037	539,572	1,687,969	208,244	432,513	149,144	119,096	116,836	101,082	676,601	156,138	4,694,232
October	522,611	562,501	1,511,747	224,156	445,294	156,057	123,489	120,092	104,976	713,693	122,807	4,607,423
November	472,857	541,370	1,654,746	186,307	417,122	145,307	116,073	116,732	99,694	678,235	159,536	4,587,979
December	480,984	558,001	1,673,429	177,476	414,259	128,022	106,302	112,082	101,868	697,971	155,725	4,606,119
<b>Total</b>	6,020,964	6,700,954	20,342,180	2,356,051	5,122,843	1,759,353	1,392,924	1,447,604	1,235,839	8,418,482	1,900,193	56,697,387

estimated figures due to adjustments shown in *italics*

adjusted figures due to counter malfunction rounded

November - December data from 2005, and not adjusted

June July figures represent adjusted volumes without closures due to flooding



**Table 7: Trenton-Morrisville Toll Bridge Volume and Revenue Projections**

class	2001 volume	2002 volume	2003 volume	2004 volume	2005 volume	2006 volume	2007 volume (projected)	factor from 2006 to 2007
1a - passenger car - cash	4,198,434	4,545,539						
1b - passenger car - token	2,511,277	2,034,702						
1c - E-Zpass passenger cars (December 2002)		141,903						
1 - passenger car			5,771,654	6,281,830	6,588,111	6,805,085	6,907,161	1.015
2 - 2-axle truck	164,115	168,564	145,020	159,655	172,109	181,550	188,812	1.040
3 - 3-axle truck	79,227	66,800	60,411	71,473	74,247	78,038	78,038	1.000
4 - 4-axle truck	66,293	63,157	47,223	50,275	55,136	58,329	60,079	1.030
5 - 5-axle truck	332,546	279,071	165,579	169,038	185,618	194,518	201,326	1.035
6 - 6-axle truck	3,329	2,350	1,404	1,594	1,876	1,769	1,751	0.990
8 - special permit *	223	277	61	-	-	-	-	
7 - 7-axle truck	176	119	122	146	132	136	136	1.000
total toll	7,355,620	7,302,482	6,191,474	6,734,011	7,077,229	7,319,425	7,437,303	

\* Special Permit vehicles were classified differently after 2003

class	toll	2007 volume (projected)	2007 revenue
1 - passenger car	\$ 0.67	6,907,161	\$ 4,598,387.02
2 - 2-axle truck	\$ 4.79	188,812	\$ 904,839.97
3 - 3-axle truck	\$ 7.81	78,038	\$ 609,501.47
4 - 4-axle truck	\$ 10.49	60,079	\$ 630,519.25
5 - 5-axle truck	\$ 12.98	201,326	\$ 2,612,369.57
6 - 6-axle truck	\$ 15.69	1,751	\$ 27,474.45
8 - special permit	varies	0	\$ 0.00
7 - 7-axle truck	\$ 18.30	136	\$ 2,489.17
<b>Totals</b>		<b>7,437,303</b>	<b>\$ 9,385,580.91</b>



**Table 8: New Hope-Lambertville Toll Bridge Volume and Revenue Projections**

class	2001 volume	2002 volume	2003 volume	2004 ** volume	2005 volume	2006 volume	2007 volume (projected)	factor from 2006 to 2007
1a - passenger car - cash	2,322,881	2,305,906						
1b - passenger car - token	1,075,953	926,094						
1c - E-Zpass passenger cars (December 2002)		44,048						
1 - passenger car			1,298,859	2,026,746	1,700,215	1,720,641	1,720,641	1.000
2 - 2-axle truck	111,676	106,192	35,788	52,056	50,979	56,265	56,265	1.000
3 - 3-axle truck	52,953	63,141	20,198	24,171	26,248	31,139	31,762	1.020
4 - 4-axle truck	27,066	29,167	6,470	7,797	7,052	6,938	6,799	0.980
5 - 5-axle truck	78,516	72,739	24,372	27,141	26,682	26,910	26,910	1.000
6 - 6-axle truck	1,906	1,466	745	804	718	757	757	1.000
8 - special permit *	226	292	1	-	4	1	1	1.000
7 - 7-axle truck	19	32	34	67	48	52	52	1.000
total toll - two directional - 2002 and earlier one directional tolls - 2003 and later	3,671,196	3,549,077	1,386,467	2,138,782	1,811,946	1,842,703	1,843,187	

\* Special Permit vehicles were classified differently after 2003

\*\* 2004 auto volumes higher than normal due to New Hope Lambertville Toll Supported Bridge Closures

class	toll	2007 volume (projected)	2007 revenue
1 - passenger car	\$ 0.65	1,720,641	\$ 1,126,995.14
2 - 2-axle truck	\$ 4.85	56,265	\$ 272,915.63
3 - 3-axle truck	\$ 7.87	31,762	\$ 249,875.45
4 - 4-axle truck	\$ 10.47	6,799	\$ 71,158.44
5 - 5-axle truck	\$ 13.12	26,910	\$ 353,183.27
6 - 6-axle truck	\$ 15.80	757	\$ 11,960.93
8 - special permit	varies	1	\$ 42.00
7 - 7-axle truck	\$ 18.43	52	\$ 958.42
<b>Totals</b>		<b>1,843,187</b>	<b>\$ 2,087,089.28</b>





**Table 9: Interstate 78 Toll Bridge Volume and Revenue Projections**

class	2001 volume	2002 volume	2003 volume	2004 volume	2005 volume	2006 volume	2007 volume (projected)	factor from 2006 to 2007
1a - passenger car - cash	3,485,261	4,490,818						
1b - passenger car - token	1,447,607	1,687,182						
1c - E-Zpass passenger cars (December 2002)		149,910						
1 - passenger car			6,518,607	6,974,743	7,226,070	7,605,954	7,834,133	1.030
2 - 2-axle truck	180,536	215,748	199,840	222,516	231,076	236,629	241,362	1.020
3 - 3-axle truck	80,874	98,022	102,434	93,683	99,176	104,217	108,386	1.040
4 - 4-axle truck	94,499	111,582	115,586	111,525	119,102	127,958	131,797	1.030
5 - 5-axle truck	1,625,638	1,883,403	1,891,300	1,946,024	1,922,988	1,943,206	1,952,922	1.005
6 - 6-axle truck	15,676	18,236	30,728	35,967	38,604	41,381	43,036	1.040
8 - special permit *	27,325	30,238	797	8	12	8	8	1.000
7 - 7-axle truck	617	794	1,113	1,379	1,420	1,485	1,485	1.000
total toll	6,958,033	8,685,933	8,860,405	9,385,845	9,638,448	10,060,838	10,313,129	

\* Special Permit vehicles were classified differently after 2003

class	toll	2007 volume (projected)	2007 revenue
1 - passenger car	\$ 0.67	7,834,133	\$ 5,215,511.20
2 - 2-axle truck	\$ 4.80	241,362	\$ 1,158,987.74
3 - 3-axle truck	\$ 7.76	108,386	\$ 840,659.92
4 - 4-axle truck	\$ 10.30	131,797	\$ 1,356,996.41
5 - 5-axle truck	\$ 13.08	1,952,922	\$ 25,550,324.79
6 - 6-axle truck	\$ 15.63	43,036	\$ 672,602.96
8 - special permit	varies	8	\$ 422.90
7 - 7-axle truck	\$ 18.23	1,485	\$ 27,072.13
<b>Totals</b>		<b>10,313,129</b>	<b>\$ 34,822,578.05</b>



**Table 10: Easton-Phillipsburg Toll Bridge Volume and Revenue Projections**

class	2001 volume	2002 volume	2003 volume	2004 volume	2005 volume	2006 volume	2007 volume (projected)	factor from 2006 to 2007
1a - passenger car - cash	2,776,237	2,891,347						
1b - passenger car - token	3,795,821	2,925,012						
1c - E-Zpass passenger cars (December 2002)		126,125						
1 - passenger car			5,004,027	5,551,047	5,690,754	5,702,051	5,730,561	1.005
2 - 2-axle truck	183,098	159,128	154,235	168,748	173,094	168,505	169,348	1.005
3 - 3-axle truck	78,914	75,508	62,981	60,320	64,105	64,531	64,854	1.005
4 - 4-axle truck	51,215	36,343	41,555	45,422	42,727	48,881	49,859	1.020
5 - 5-axle truck	545,467	323,098	259,050	263,362	263,496	250,482	250,482	1.000
6 - 6-axle truck	7,613	4,454	3,841	4,853	5,826	6,699	6,833	1.020
8 - special permit *	6,643	3,115	72	-	-	-	-	
10 - local bus	3,293							
11 - 7-axle truck	185	142	208	211	252	177	177	1.000
total toll vehicles	7,448,486	6,544,272	5,525,969	6,093,963	6,240,254	6,241,326	6,272,114	

\* Special Permit vehicles were classified differently after 2003

class	toll	2007 volume (projected)	2007 revenue
1 - passenger car	\$ 0.66	5,730,561	\$ 3,784,255.07
2 - 2-axle truck	\$ 4.82	169,348	\$ 816,120.19
3 - 3-axle truck	\$ 7.84	64,854	\$ 508,595.03
4 - 4-axle truck	\$ 10.43	49,859	\$ 520,069.51
5 - 5-axle truck	\$ 13.16	250,482	\$ 3,295,578.10
6 - 6-axle truck	\$ 15.76	6,833	\$ 107,678.62
8 - special permit	varies	0	\$ 0.00
7 - 7-axle truck	\$ 18.38	177	\$ 3,253.65
<b>Totals</b>		<b>6,272,114</b>	<b>\$ 9,035,550.17</b>



**Table 11: Portland Columbia Toll Bridge Volume and Revenue Projections**

class	2001 volume	2002 volume	2003 volume	2004 volume	2005 volume	2006 volume	2007 volume (projected)	factor from 2006 to 2007
1a - passenger car - cash	196,401	283,695						
1b - passenger car - token	849,251	761,168						
1c - E-Zpass passenger cars (December 2002)		32,380						
1 - passenger car			1,083,030	1,162,560	1,217,782	1,221,400	1,227,507	1.005
2 - 2-axle truck	24,818	25,287	27,528	28,720	29,958	30,743	31,204	1.015
3 - 3-axle truck	8,859	8,326	9,413	11,677	10,874	10,287	9,978	0.970
4 - 4-axle truck	6,532	5,839	5,795	6,149	6,780	8,645	9,164	1.060
5 - 5-axle truck	29,241	28,203	28,508	31,778	34,076	34,464	34,981	1.015
6 - 6-axle truck	263	191	226	453	705	589	589	1.000
8 - special permit *	65	74	9	-	-	-	-	
7 - 7-axle truck	5	4	6	14	12	13	13	1.000
total toll vehicles	1,115,435	1,145,167	1,154,515	1,241,351	1,300,187	1,306,141	1,313,436	

\* Special Permit vehicles were classified differently after 2003

class	toll	2007 volume (projected)	2007 revenue
1 - passenger car	\$ 0.66	1,227,507	\$ 810,601.19
2 - 2-axle truck	\$ 4.83	31,204	\$ 150,701.90
3 - 3-axle truck	\$ 7.98	9,978	\$ 79,616.30
4 - 4-axle truck	\$ 10.44	9,164	\$ 95,650.09
5 - 5-axle truck	\$ 13.16	34,981	\$ 460,333.12
6 - 6-axle truck	\$ 15.84	589	\$ 9,329.15
8 - special permit	varies	0	\$ 0.00
7 - 7-axle truck	\$ 18.48	13	\$ 240.19
<b>Totals</b>		<b>1,313,436</b>	<b>\$ 1,606,471.95</b>



**Table 12: Delaware Water Gap (Interstate 80) Toll Bridge Volume and Revenue Projections**

class	2001 volume	2002 volume	2003 volume	2004 volume	2005 volume	2006 volume	2007 volume (projected)	factor from 2006 to 2007
1a - passenger car - cash	4,031,337	4,533,423						
1b - passenger car - token	3,683,760	3,359,933						
1c - E-Zpass passenger cars (December 2002)		222,494						
1 - passenger car			8,066,666	8,488,847	8,493,107	8,590,643	8,633,596	1.005
2 - 2-axle truck	162,370	160,361	143,521	161,134	161,724	162,397	162,397	1.000
3 - 3-axle truck	87,635	87,938	87,427	93,075	95,818	95,676	96,154	1.005
4 - 4-axle truck	53,788	52,109	52,233	57,861	63,106	63,265	63,265	1.000
5 - 5-axle truck	1,187,027	1,166,886	1,108,058	1,128,514	1,120,941	1,124,054	1,124,054	1.000
6 - 6-axle truck	14,393	14,797	19,127	20,887	20,884	19,712	19,318	0.980
8 - special permit *	19,898	18,068	780	69	64	42	42	1.000
7 - 7-axle truck	494	353	992	1,346	1,246	1,376	1,376	1.000
total toll vehicles	9,240,702	9,616,362	9,478,804	9,951,733	9,956,890	10,057,165	10,100,202	
* Special Permit vehicles were classified differently after 2003								

class	toll	2007 volume (projected)	2007 revenue
1 - passenger car	\$ 0.66	8,633,596	\$ 5,716,791.97
2 - 2-axle truck	\$ 4.81	162,397	\$ 781,438.12
3 - 3-axle truck	\$ 7.73	96,154	\$ 743,495.92
4 - 4-axle truck	\$ 10.27	63,265	\$ 649,861.43
5 - 5-axle truck	\$ 13.12	1,124,054	\$ 14,749,191.16
6 - 6-axle truck	\$ 15.63	19,318	\$ 301,895.12
8 - special permit	varies	42	\$ 2,419.85
7 - 7-axle truck	\$ 18.23	1,376	\$ 25,083.15
<b>Totals</b>		<b>10,100,202</b>	<b>\$ 22,970,176.72</b>



**Table 13: Milford-Montague Toll Bridge Volume and Revenue Projections**

class	2001 volume	2002 volume	2003 volume	2004 volume	2005 volume	2006 volume	2007 volume (projected)	factor from 2006 to 2007
1a - passenger car - cash	427,388	522,139						
1b - passenger car - token	859,922	777,299						
1c - E-Zpass passenger cars (December 2002)		33,314						
1 - passenger car			1,231,491	1,311,848	1,300,872	1,303,872	1,310,391	1.005
2 - 2-axle truck	21,155	23,330	21,418	22,786	23,234	24,278	24,885	1.025
3 - 3-axle truck	5,198	5,583	5,139	5,328	5,244	5,228	5,254	1.005
4 - 4-axle truck	1,641	1,670	2,145	1,929	1,887	1,946	1,946	1.000
5 - 5-axle truck	12,641	12,737	10,626	10,495	10,014	9,380	9,192	0.980
6 - 6-axle truck	153	228	119	107	99	78	74	0.950
8 - special permit *	69	95	7	3	-	-	-	
7 - 7-axle truck	24	18	41	38	24	18	18	1.000
total toll	1,328,191	1,376,413	1,270,986	1,352,534	1,341,374	1,344,800	1,351,760	

\* Special Permit vehicles were classified differently after 2003

class	toll	2007 volume (projected)	2007 revenue
1 - passenger car	\$ 0.66	1,310,391	\$ 862,985.62
2 - 2-axle truck	\$ 4.84	24,885	\$ 120,346.35
3 - 3-axle truck	\$ 7.99	5,254	\$ 41,956.21
4 - 4-axle truck	\$ 10.70	1,946	\$ 20,819.48
5 - 5-axle truck	\$ 13.17	9,192	\$ 121,031.38
6 - 6-axle truck	\$ 15.95	74	\$ 1,180.09
8 - special permit	varies	0	\$ 0.00
7 - 7-axle truck	\$ 18.60	18	\$ 334.85
<b>Totals</b>		<b>1,351,760</b>	<b>\$ 1,168,653.97</b>



**Table 14: Volume and Revenue Comparison -- 2006 to 2007**

Revenue Summary by Bridge/District		2006 Volumes *	2006 Revenues **	2007 Volume (Projected)	2007 Revenue (Projected)	Change in Actual vs. Projected Volume from 2006 to 2007		Change in Actual vs. Projected Revenue from 2006 to 2007	
						vehicles	percent	dollars	percent
District									
1	Trenton-Morrisville	7,319,425	\$ 9,098,033.69	7,437,303	\$ 9,385,580.91	117,878	1.61%	\$ 287,547.22	3.16%
1	New Hope-Lambertville	1,842,703	\$ 2,067,690.17	1,843,187	\$ 2,087,089.28	484	0.03%	\$ 19,399.11	0.94%
2	Interstate 78	10,060,838	\$ 34,280,685.75	10,313,129	\$ 34,822,578.05	252,291	2.51%	\$ 541,892.30	1.58%
2	Easton-Phillipsburg	6,241,326	\$ 8,967,339.32	6,272,114	\$ 9,035,550.17	30,788	0.49%	\$ 68,210.85	0.76%
3	Portland-Columbia	1,306,141	\$ 1,579,917.08	1,313,436	\$ 1,606,471.95	7,295	0.56%	\$ 26,554.87	1.68%
3	Delaware Water Gap	10,057,165	\$ 22,916,767.19	10,100,202	\$ 22,970,176.72	43,037	0.43%	\$ 53,409.53	0.23%
3	Milford-Montague	1,344,800	\$ 1,164,480.82	1,351,760	\$ 1,168,653.97	6,960	0.52%	\$ 4,173.15	0.36%
	<b>Total</b>	<b>38,172,398</b>	<b>\$ 80,074,914.02</b>	<b>38,631,131</b>	<b>\$ 81,076,101.05</b>	<b>458,733</b>	<b>1.20%</b>	<b>\$ 1,001,187.03</b>	<b>1.25%</b>

\* 2006 volumes from November 2005 to October 2006

\*\* 2006 revenues from November 2005 to October 2006





**Table 15: Actual Revenue and Expenditures for 2006**

District	Bridge	2006 Volume *	2006 Revenue **
1	Trenton-Morrisville	7,319,425	\$ 9,098,033.69
1	New Hope-Lambertville	1,842,703	\$ 2,067,690.17
2	Interstate 78	10,060,838	\$ 34,280,685.75
2	Easton-Phillipsburg	6,241,326	\$ 8,967,339.32
3	Portland-Columbia	1,306,141	\$ 1,579,917.08
3	Delaware Water Gap	10,057,165	\$ 22,916,767.19
3	Milford-Montague	<u>1,344,800</u>	<u>\$ 1,164,480.82</u>
	Total	38,172,398	\$ 80,074,914.02
	Total Toll Revenue	(From above)	\$ 80,074,914.02
	Interest Income	(Provided by Commission)	\$ 10,600,000.00
	Other Income	(Provided by Commission)	<u>\$ 260,671.00</u>
	1. Total Revenue - 2006		\$ 90,935,585.02
	2. Operating Expenses - 2006	(Provided by Commission)	<u>\$ 40,700,000.00</u>
	3. Net Revenue	(Line 1 - Line 2)	\$ 50,235,585.02
	4. Maximum Annual Debt Service	(Provided by Commission)	\$ 15,074,863.00
	5. 130% of Maximum Annual Debt Service		\$ 19,597,321.90
<p>Therefore, the requirement that the Net Revenue for the preceding fiscal year be greater than 130% of the Maximum Annual Debt Service has been met, satisfying the requirements of the Bridge System Revenue Bonds, Series 2003 Section 703(b), paragraph 2 (i).</p>			
*	Volumes from November 2005 to October 2006		
**	Revenues from November 2005 to October 2006		



**Table 16: Projected Revenue and Expenditures for 2007**

Projected Revenue by Bridge/District		2007 Volume	2007 Revenue
1	Trenton-Morrisville	7,437,303	\$ 9,385,580.91
1	New Hope-Lambertville	1,843,187	\$ 2,087,089.28
2	Interstate 78	10,313,129	\$ 34,822,578.05
2	Easton-Phillipsburg	6,272,114	\$ 9,035,550.17
3	Portland-Columbia	1,313,436	\$ 1,606,471.95
3	Delaware Water Gap	10,100,202	\$ 22,970,176.72
3	Milford-Montague	<u>1,351,760</u>	<u>\$ 1,168,653.97</u>
Total		38,631,131	\$ 81,076,101.05
Total Toll Revenue		(From above)	\$ 81,076,101.05
Interest Income		(Provided by Commission)	\$ 12,150,000.00
Other Income		(Provided by Commission)	<u>\$ 182,000.00</u>
1. Total Projected Revenue - 2007			\$ 93,408,101.05
2. Operating Expenses - 2007		(Provided by Commission)	<u>\$ 44,000,000.00</u>
3. Net Revenue		(Line 1 - Line 2)	\$ 49,408,101.05
4. Maximum Annual Debt Service		(Provided by Commission)	<u>\$ 15,072,313.00</u>
5. Projected Debt Service Coverage Ratio		(Line 3 / Line 4)	3.28

Therefore, the requirement that the Projected Debt Service Coverage Ratio be greater than 1.30 is met, satisfying the requirements of the Bridge System Revenue Bonds, Series 2003 Section 703(b), paragraph 2 (ii).