
2008 TRAFFIC ENGINEERING REPORT

Year 2009 Toll Bridge Traffic Volume And Revenue Projections



Delaware River
Joint Toll Bridge
Commission

Submitted to:

Delaware River Joint Toll Bridge Commission

New Hope Headquarters and Administration Building

2492 River Road, New Hope, PA 18938-9519

February 23, 2009

COPY

Gregory K. Farnum, P.E.

New Jersey Professional Engineer License No.: 24GE04006600

Pennsylvania Professional Engineer License No.: PE046389E

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EXECUTIVE SUMMARY

Pennoni Associates Inc. (Pennoni) has been retained by the Delaware River Joint Toll Bridge Commission (Commission) to determine if the projected year 2009 revenues will be enough to satisfy the conditions of all current Bridge System Revenue Bonds, which require under Section 703 (b), paragraph 2 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.

Revenues for 2009 were projected by applying the current toll structure to the 2009 projected volumes for each vehicle type on the seven (7) toll bridges under the jurisdiction of the Commission.

The sum of year 2009 projected toll bridge revenues (\$88,297,992) under the current toll structure with modified E-ZPass discounts is high enough to satisfy Section 703 (b), paragraph 2 of current Bridge System Revenue Bonds. Table 16 lists the projected revenues and expenditures for the year 2009. Since there is a projected Debt Service Coverage Ratio of 1.40, the requirements of current Bridge System Revenue Bonds are projected to be met.

In an effort to achieve the required revenues, the Commission has removed the 20% casual E-ZPass discount for passenger cars and the 5% E-ZPass discount for trucks during peak periods (6 AM – 9 PM), and the off peak truck E-ZPass discount has been reduced from 15% to 10%. This toll adjustment occurred on January 15, 2009. Additionally, to bring the Commission in conformance with other toll agency practices, the Commission will be charging the 67,800 E-ZPass accounts a monthly \$1 account service fee beginning June 1, 2009.

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 (7) toll bridges for the year 2009. The seven (7) toll bridges and 13 toll-supported bridges under the jurisdiction of the Commission are listed below from south to north.

| TOLL BRIDGES | TOLL-SUPPORTED BRIDGES |
|--|--|
| DISTRICT ONE | |
| 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) |
| DISTRICT TWO | |
| Interstate 78 | Uhlerstown–Frenchtown |
| Easton–Phillipsburg (U.S. Route 22) | Upper Black Eddy–Milford |
| | Riegelsville |
| | Northampton Street |
| | Riverton–Belvidere |
| DISTRICT THREE | |
| Portland–Columbia | Portland Columbia (Pedestrian Only) |
| Delaware Water Gap (Interstate 80) | |
| Milford–Montague | |

The purpose of the study is to determine if year 2009 projected toll revenues (under the current toll structure) will satisfy the requirements of current Bridge System Revenue Bonds, which require under Section 703 (b), paragraph 2 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.

Since there is a projected Debt Service Coverage Ratio of 1.40, the requirements of current Bridge System Revenue Bonds are projected to be met.

METHODOLOGY

To project traffic volumes on the toll bridges for the year 2009, 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.

YEAR 2009 DEVELOPMENT PROJECTS

County planning/engineering offices for the eight (8) counties along the Delaware River within the study area (Bucks, Northampton, Monroe, and Pike counties in Pennsylvania and Mercer, Hunterdon, Warren, and Sussex counties in New Jersey) as well as staff from the Pennsylvania Department of Transportation (PENNDOT) and the New Jersey Department of Transportation (NJDOT) were contacted to learn of large developments which could have a major affect on toll bridge volumes during the year 2009. While several development projects are underway, only a few major projects are expected to open/expand/contract during the 2009 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 2009.

District 1

In Mercer County, there are several small to medium sized developments at various stages of the approval process, but many are not near the Delaware River or Route 1. The Quakerbridge Mall expansion is still a few years off. No specific increase in traffic at the Trenton-Morrisville Toll Bridge was assumed from Mercer County developments.

In Bucks County, several medium sized office, retail and industrial developments ranging from 100,000 – 300,000 square feet have been proposed. We have not assumed any additional traffic crossing the Trenton-Morrisville Toll Bridge from these developments in 2009.

In Hunterdon County, there are no new major developments proposed in the area of the toll bridges.

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 3,000 slot machine casino will be located at the former Bethlehem Steel plant in the City of Bethlehem and is expected to open in late May of 2009. In addition, the site will include a 300 room hotel, 200,000 square feet of retail space and a variety of dining and entertainment options. The property will also be home to the National Museum of Industrial History, an arts and cultural center, a 50,000 square foot multi-purpose event center, and the broadcast home of the local PBS affiliate. At this point, only the casino is expected to open in May 2009. There is no schedule for the remaining portion of the development.

Majestic Realty has proposed approximately 8 million square feet of industrial / warehouse space in Bethlehem, also at the former Bethlehem Steel plant. Phase 1 of the development will consist of approximately 1 million square feet of industrial / warehouse space, and this phase is currently scheduled to be on line in 2010. Nothing is anticipated to be completed and occupied during 2009.

An upscale retail lifestyle center (The Summit) was considered in Bethlehem on Route 33 and Freemansburg Road, but this development will not happen, and St. Luke's Hospital has obtained the property with long term plans for medical offices. The project will not be completed in 2009.

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 2009. We have not assumed any changes in toll bridge traffic from this development.

Martin Tower in Bethlehem is proposed to consist of a 22-story condominium building with 800 units and retail (Phase 2) and 585 townhouses on the acreage surrounding the tower (Phase 1). Phase 1 was approved in 2007 but no construction has been scheduled and is not expected to be completed by the end of 2009. Phase 2 has been put on hold indefinitely.

A 500,000 square foot mixed use office / retail project at Route 33 and Route 248 in Nazareth received approvals in 2008 but has not yet started construction. We have assumed that the project will not be occupied in 2009, and no additional traffic crossing the bridges was considered.

No major developments are proposed in southern Warren County or northern Hunterdon County for 2009.

District 3

In Pike County, the Highland Village residential development remains in the final stages of the approval process for the projects beginning phases. However nothing is expected to be occupied during 2009.

No major developments are proposed in Monroe County, northern Warren County or Sussex County for 2009.

RECENT ROADWAY CONSTRUCTION PROJECTS

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:

Trenton-Morrisville (Route 1) Toll Bridge Rehabilitation Project

- ☑ The Trenton-Morrisville Toll Bridge is being rehabilitated, widened and improved. The construction schedule is broken up into three (3) phases from 2007-2009. Phase 3 is underway, and is scheduled to be completed by September 2009. Traffic impacts occurring during Phase 3 are lane shifts, decreasing of lane widths, lane closures and lane restrictions. During the peak hours the bridge will have a minimum of two (2) lanes in each direction open. However during all other times the contractor has the option to close lanes in either or both directions.

Milford-Montague Toll Bridge Rehabilitation Project

- ☑ The Milford-Montague Toll Bridge is being rehabilitated to prevent major repairs for a 15 year period. The work included in the bridge improvements project is rehabilitating the bridge structure and approach roadways, and replacement of the toll plaza. The construction is scheduled to be completed before the summer of 2009. The bridge rehabilitation project will not impact the toll bridge volumes.

Interstate 78, New Jersey and Pennsylvania

- ☑ The I-78 Toll Bridge roadway within the DRJTBC jurisdiction in New Jersey will be rehabilitated. The roadway improvements will include rehabilitating the concrete roadway pavement, rehabilitation of the bridge decks and various highway feature upgrades along the corridor. The roadway improvements are scheduled to take place from October 2007 to October 2009. During the peak hours the roadway will have three (3) lanes in each direction open. However during all other times the contractor has the option to close lanes in either or both directions. Any diversions due to congestion will likely go to the Easton-Phillipsburg Toll Bridge, so no net change in revenues is anticipated.
- ☑ The I-78 Toll Bridge roadway within the DRJTBC Pennsylvania jurisdiction will be implementing open road tolling (ORT) within the vicinity of the toll plaza. The ORT will allow drivers to pass under a barrier-free electronic array without stopping or slowing down. Any diversions due to congestion will likely go to the Easton-Phillipsburg Toll Bridge, so no net change in revenues is anticipated.

Bucks County, Pennsylvania

- ☑ The Pennsylvania Turnpike will have an interchange with I-95 in Bristol. The project is in preliminary phases of construction, with stage 1 construction anticipated to begin in the first half of 2009. This phase is not expected to impact any traffic patterns in 2009.
- ☑ In Montgomery, Doylestown and Warrington Townships, US Route 202 from Horsham Road to SR 611 is being widened. The construction schedule will be broken up into four (4) phases from 2007-2010. However the distance of the project to the New Hope - Lambertville Toll Bridge is not anticipated to impact the toll bridge volumes.

Mercer and Hunterdon Counties, New Jersey

- ☑ There are no significant projects in the vicinity of the Commission bridges anticipated to affect traffic volumes.

Warren and Sussex Counties, New Jersey

- ☑ Resurfacing of Interstate 80 will take place from Hope, in Warren County, to Byram in Sussex County. The project is scheduled for completion in October, 2009. The resurfacing is not anticipated to alter traffic volumes in 2009.

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.

HISTORICAL TRAFFIC VOLUMES

The Commission provided historical traffic volume information for the 11 vehicular toll-supported bridges and the seven (7) toll bridges. For the purpose of this study, volumes and toll revenue data from the years 2003 to 2008 were used.

Monthly traffic volume data for the toll-supported bridges is summarized on a yearly basis from 2003 to 2008, 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 20-21 million vehicles per year, which converts to an average annual daily traffic volume (AADT) of approximately 57,000 vehicles. Since traffic is higher on weekdays, the average weekday traffic volume (AWDT) is approximately 60,000 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 – 6.8 million vehicles per year. While the Calhoun Street Toll Supported Bridge has always carried more traffic than the Lower Trenton Toll Supported Bridge, this past year the Lower Trenton Toll Supported Bridge carried approximately 50,000 more vehicles than the Calhoun Street Toll Supported Bridge, in part from construction on Route 1. 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 (5) year trend generally less than three (3) percent per year. During 2004, the New Hope -Lambertville Toll Supported Bridge was under construction, decreasing volumes. The Lower Trenton Toll Supported Bridge realized the greatest yearly changes immediately after the toll increase, and again saw a large change from 2003 to 2004 due to the toll decrease. More vehicles gradually returned to the Trenton-Morrisville (Route 1) Toll Bridge from the Lower Trenton Toll Supported Bridge during 2005 and 2006, but shifted back to the Lower Trenton Toll Supported Bridge during 2007, in part from the construction at the Trenton-Morrisville Toll Bridge.

Reviewing information from the seven (7) toll bridges under the jurisdiction of the Commission during 2008, we found the Trenton-Morrisville (US Route 1), I-78, Easton-Phillipsburg (US Route 22), and Delaware Water Gap (Interstate 80) Toll Bridges carry between 6.4 million and 9.9 million toll paying (westbound) vehicles per year. The remaining three (3) toll bridges carry between 1.3 million and 1.8 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 (5) axle tractor-trailer continues to be the most common truck type, representing approximately 9.2 percent of vehicles crossing the seven (7) toll bridges during 2008, and estimated to comprise approximately nine percent of vehicles during 2009 but generating approximately 59 percent of the 2009 toll revenue. Conversely, passenger cars represented approximately 86 percent of the vehicles on the seven (7) toll bridges during 2008, and are projected to generate approximately 26 percent of the toll revenue during 2009. The auto /

tractor trailer volume and revenue percentages have remained consistent for the past several years.

YEAR 2009 TRAFFIC VOLUME AND TOLL REVENUE PROJECTIONS

Based on the findings listed above, a growth or reduction factor was applied to 2008 data for each vehicle type on each toll bridge to project year 2009 volumes. Generally, recent one (1) year to three (3) year growth trends are considered. However, historic economic conditions experienced during 2008, particularly since late September 2008 indicate that one to three year growth trends may not be practical.

Gasoline prices were steadily rising throughout 2008, peaking at approximately \$4.00 per gallon in July. By early December 2008, gasoline was observed at \$1.44 per gallon in New Jersey. In addition, the Dow Jones Industrial Average has lost 32% of its value from January 2, 2008 to December 8, 2008, and 20% of its value from September 29, 2008 to December 8, 2008. The economic slowdown is expected to reduce the movement of commuters and truck crossings during 2009.

Tables 7 through 13 illustrate actual traffic volumes for the seven (7) toll bridges for the years 2003 through 2008, as well as the projected year 2009 volumes. As indicated in the tables, passenger car volumes are projected to decrease from 1% to 3% at the seven (7) toll bridges from 2008 to 2009. The five axle tractor trailers, or Class 5 trucks (the most common truck type) is projected to decrease from 2% to 4% at the seven (7) toll bridges from 2008 to 2009, with Class 5 trucks at I-78 and the Delaware Water Gap (representing 87% of Commission Class 5 toll crossings) projected to decrease 4%. The current toll structure was applied to the projected 2009 volumes to determine the projected year 2009 revenue for each toll bridge. **While the reduction in volumes may be higher than four percent (4%), we cannot justify it from a traffic engineering perspective.**

The E-ZPass electronic toll collection system provided a discount over cash paying customers, but the casual discount has been removed. However, frequent or commuter E-ZPass passenger car users that have 20 or more crossings in a 35-calendar day period will continue to 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, the discounted E-ZPass fares for peak traffic (6 AM – 9 PM) have been removed, while off peak traffic (9 PM – 6 AM) will receive a 10% discount, reduced from 15%. Review of E-ZPass truck data from January through October 2008 provided the percentage of peak traffic and off peak traffic for each truck class on every toll bridge.

We determined the percentage of off peak E-ZPass users 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 93.7% cash/peak E-ZPass users at \$5.00, and 6.3% off peak E-ZPass users at \$4.25, for a weighted average toll of \$4.95. 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 2008 volumes and revenues for each bridge and maintenance district with the projected 2009 volumes. As indicated, overall toll traffic volumes are projected to decrease by approximately 780,000 vehicles (-2.10%) and revenues are projected to increase by approximately \$1.88 million (+2.18%).

Table 15 is provided in response to (i) of Section 703 (b) paragraph 2 and provides 2008 Total Revenue, 2008 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.

Additionally, to bring the Commission in conformance with other toll agency practices, the Commission will be charging the 67,800 E-ZPass accounts a monthly \$1 account service fee, generating an additional \$813,600 annually. Assuming a June 1, 2009 implementation date for the E-ZPass account service fee, the Commission will recognize additional revenue of \$474,600 during 2009.

Table 16 lists the 2009 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 required to be not less than 1.30. The Commission provided all the figures in Table 16, with the exception of the projected 2009 toll revenue. With a Projected Debt Service Coverage Ratio of 1.40, the requirements of all current Bridge System Revenue Bonds are projected to be met.



Table 1 - 2003 Toll Supported Bridge Volumes

| Month | Lower Trenton | Calhoun Street | Scudler Falls | Washington Crossing | New Hope/Lambertville | Centre Bridge/Stockton | Uhlenstown/Frenchtown | Upper Black Eddy/Milford | Riegalsville | Northampton Street | Riverton/Belvidere | 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 |
| Total | 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 2 - 2004 Toll Supported Bridge Volumes

| Month | Lower Trenton | Calhoun Street | Scudler Falls | Washington Crossing | New Hope/Lambertville | Centre Bridge/Stockton | Ukiahstown/Frenchtown | Upper Black Eddy/Milford | Riegalsville | 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> | 534,777 | 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 | 515,313 | 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 |
| Total | 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 3 - 2005 Toll Supported Bridge Volumes

| Month | Lower Trenton | Calhoun Street | Scudder Falls | Washington Crossing | New Hope/Lambertville | Centre Bridge/Stockton | Uhlertown/Frenchtown | Upper Black Eddy/Milford | Riegalsville | Northampton Street | Riverton/Belvidere | 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 | 543,079 | 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 | 532,424 | 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 | 548,806 | 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 | 537,692 | 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 | 533,218 | 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 | 510,000 | 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 | 172,000 | 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 | 4,606,119 |
| Total | 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 4 - 2006 Toll Supported Bridge Volumes

| Month | Lower Trenton | Calhoun Street | Scudder Falls | Washington Crossing | New Hope/Lambertville | Centre Bridge-Stockton | Unierstown-Frenchtown | Upper Black Eddy-Milford | Riegalsville | Northampton Street | Riverton/Belvidere | 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 | 491,981 | 529,549 | 1,703,521 | 193,677 | 409,206 | 148,027 | 110,682 | 109,788 | 100,046 | 679,434 | 130,358 | 4,606,269 |
| December | 507,939 | 546,301 | 1,710,279 | 194,945 | 437,619 | 149,662 | 113,254 | 113,532 | 105,741 | 721,389 | 155,793 | 4,756,454 |
| Total | 6,067,043 | 6,677,433 | 20,427,805 | 2,380,890 | 5,138,287 | 1,783,713 | 1,394,485 | 1,442,110 | 1,240,064 | 8,443,099 | 1,871,083 | 56,866,012 |

estimated figures due to adjustments shown in *italics*

adjusted figures due to counter malfunction rounded

June July figures represent adjusted volumes without closures due to flooding



Table 5 - 2007 Toll Supported Bridge Volumes

| Month | Lower Trenton | Calhoun Street | Scudder Falls | Washington Crossing | New Hope/Lambertville | Centre Bridge-Stockton | Uhlerstown-Frenchtown | Upper Black Eddy-Milford | Riegalsville | Northampton Street | Riverton-Belvidere | Total |
|--------------|---------------|----------------|---------------|---------------------|-----------------------|------------------------|-----------------------|--------------------------|--------------|--------------------|--------------------|------------|
| January | 524,204 | 542,687 | 1,685,485 | 192,444 | 419,839 | 41,725 | 109,786 | 105,158 | 96,816 | 693,543 | 118,486 | 4,530,173 |
| February | 469,357 | 473,726 | 1,500,683 | 171,680 | 367,118 | 37,041 | 93,879 | 91,227 | 85,694 | 605,955 | 102,020 | 3,998,380 |
| March | 563,583 | 565,893 | 1,757,094 | 200,232 | 441,053 | 42,871 | 112,786 | 110,080 | 100,047 | 719,066 | 122,695 | 4,735,400 |
| April | 552,445 | 553,288 | 1,753,484 | 199,323 | 440,986 | 52,777 | 116,939 | 111,931 | 104,787 | 725,886 | 124,217 | 4,736,063 |
| May | 610,088 | 605,582 | 1,907,911 | 228,224 | 485,112 | - | 135,253 | 125,821 | 114,212 | 757,722 | 152,232 | 5,122,157 |
| June | 588,576 | 597,164 | 1,873,937 | 219,692 | 459,198 | 144,609 | 129,958 | 121,992 | 110,936 | 716,876 | 140,936 | 5,103,874 |
| July | 585,804 | 594,745 | 1,840,925 | 214,810 | 469,964 | 156,410 | 134,273 | 128,239 | 111,487 | 703,747 | 140,140 | 5,080,544 |
| August | 607,531 | 606,545 | 1,899,467 | 215,831 | 473,885 | 153,788 | 131,437 | 128,664 | 110,141 | 718,414 | 150,648 | 5,196,351 |
| September | 560,732 | 550,187 | 1,757,370 | 209,360 | 449,773 | 151,546 | 124,988 | 122,259 | 104,853 | 679,051 | 145,880 | 4,855,999 |
| October | 604,763 | 581,938 | 1,895,727 | 231,077 | 464,487 | 148,710 | 125,436 | 121,808 | 109,742 | 714,884 | 153,385 | 5,151,957 |
| November | 568,910 | 535,795 | 1,769,634 | 208,935 | 426,255 | 132,809 | 108,631 | 111,020 | 102,463 | 686,364 | 137,410 | 4,788,226 |
| December | 553,963 | 550,136 | 1,685,119 | 208,741 | 420,918 | 125,165 | 102,058 | 105,890 | 100,357 | 669,354 | 127,623 | 4,649,324 |
| Total | 6,789,956 | 6,757,686 | 21,326,836 | 2,500,349 | 5,318,588 | 1,187,451 | 1,425,424 | 1,384,089 | 1,251,535 | 8,390,862 | 1,615,672 | 57,948,448 |

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

Centre Bridge - Stockton Bridge weekday closures for TS-429A (Jan-May, Nov) and the count station loop detectors were replaced in May

Riverton - Belvidere Bridge weekend and weekday closures for TS-371A (Jan-July, Oct-Nov)

Increase in traffic volume on Lower Trenton Bridge is a result of construction on the Trenton - Morrisville Toll Bridge (T-380B)



Table 6 - 2008 Toll Supported Bridge Volumes

| Month | Lower Trenton | Calhoun Street | Scudder Falls | Washington Crossing | New Hope/Lambertville | Centre Bridge/Stockton | Unlertown/Frenchtown | Upper Black Eddy/Milford | Riegalsville | Northampton Street | Riverton/Belvidere | Total |
|--------------|----------------|----------------|------------------|---------------------|-----------------------|------------------------|----------------------|--------------------------|----------------|--------------------|--------------------|------------|
| January | 549,171 | 546,405 | 1,713,675 | 212,292 | 401,420 | 118,394 | 107,030 | 104,657 | 100,513 | 684,793 | 136,459 | 4,674,809 |
| February | 517,339 | 518,435 | 1,599,753 | 196,860 | 374,271 | 104,984 | 95,233 | 90,579 | 93,440 | 633,000 | 120,662 | 4,344,555 |
| March | 581,858 | 576,991 | 1,757,169 | 213,822 | 418,575 | 127,589 | 111,371 | 106,873 | 107,891 | 669,907 | 143,026 | 4,815,072 |
| April | 584,031 | 577,733 | 1,819,802 | 232,002 | 434,746 | 135,471 | 116,558 | 108,559 | 112,799 | 636,451 | 149,179 | 4,907,331 |
| May | 589,750 | 585,529 | 1,853,292 | 236,178 | 459,526 | 145,187 | 126,709 | 117,382 | <i>114,937</i> | 666,428 | 154,320 | 5,049,238 |
| June | 579,166 | 570,037 | 1,809,912 | 222,609 | 447,505 | 146,138 | 124,312 | 114,459 | <i>110,376</i> | 683,685 | 148,997 | 4,957,196 |
| July | 585,286 | 581,134 | 1,827,359 | 206,636 | 457,613 | 143,721 | 131,454 | 114,257 | 102,929 | 684,172 | 154,410 | 4,988,971 |
| August | 581,026 | 574,488 | 1,813,596 | 217,165 | 463,633 | 150,120 | 129,548 | 114,789 | 104,825 | 664,408 | 152,225 | 4,965,823 |
| September | 551,811 | 553,676 | 1,815,570 | 216,066 | 424,235 | 137,923 | 116,167 | 102,073 | 98,494 | 635,448 | 147,383 | 4,798,846 |
| October | 557,418 | <i>577,329</i> | <i>1,826,723</i> | 233,058 | 443,608 | <i>140,967</i> | 126,718 | 98,207 | 103,852 | 672,295 | 156,041 | 4,936,216 |
| November | <i>568,910</i> | 535,795 | 1,769,634 | 208,935 | 426,255 | <i>132,809</i> | 108,631 | 111,020 | 102,463 | 686,364 | <i>137,410</i> | 4,788,226 |
| December | <i>553,963</i> | 550,136 | 1,685,119 | 208,741 | 420,918 | 125,165 | 102,058 | 105,890 | 100,357 | 669,354 | 127,623 | 4,649,324 |
| Total | 6,799,729 | 6,747,688 | 21,291,603 | 2,604,364 | 5,172,305 | 1,608,468 | 1,395,789 | 1,288,745 | 1,252,877 | 7,986,305 | 1,727,735 | 57,875,607 |

estimated figures due to adjustments shown in *italics*

adjusted figures due to counter malfunction rounded

Increase in traffic volume on Lower Trenton Bridge (January and February) is a result of construction on the Trenton - Morrisville Toll Bridge (T-380B)

November and December data from 2007, and not adjusted



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

| class | 2003 volume | 2004 volume | 2005 volume | 2006 volume | 2007 volume | 2008 volume | 2009 volume (projected) | factor from 2008 to 2009 |
|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------------------|--------------------------------|
| 1 - passenger car | 5,771,654 | 6,281,830 | 6,588,111 | 6,805,085 | 6,396,032 | 6,115,067 | 5,992,766 | 0.980 |
| 2 - 2-axle truck | 145,020 | 159,655 | 172,109 | 181,550 | 176,380 | 175,101 | 171,599 | 0.980 |
| 3 - 3-axle truck | 60,411 | 71,473 | 74,247 | 78,038 | 83,143 | 85,423 | 83,715 | 0.980 |
| 4 - 4-axle truck | 47,223 | 50,275 | 55,136 | 58,329 | 61,861 | 65,872 | 64,555 | 0.980 |
| 5 - 5-axle truck | 165,579 | 169,038 | 185,618 | 194,518 | 178,566 | 172,610 | 165,706 | 0.960 |
| 6 - 6-axle truck | 1,404 | 1,594 | 1,876 | 1,769 | 1,493 | 1,762 | 1,744 | 0.990 |
| 8 - special permit * | 61 | - | - | - | - | - | - | |
| 7 - 7-axle truck | 122 | 146 | 132 | 136 | 39 | 32 | 32 | 0.990 |
| total toll | 6,191,474 | 6,734,011 | 7,077,229 | 7,319,425 | 6,897,514 | 6,615,867 | 6,480,117 | |

* Special Permit vehicles were classified differently after 2003

| class | toll | 2009 volume (projected) | 2009 revenue |
|--------------------|----------|----------------------------|------------------------|
| 1 - passenger car | \$ 0.73 | 5,992,766 | \$ 4,358,200.90 |
| 2 - 2-axle truck | \$ 4.97 | 171,599 | \$ 852,622.24 |
| 3 - 3-axle truck | \$ 9.65 | 83,715 | \$ 808,006.63 |
| 4 - 4-axle truck | \$ 12.84 | 64,555 | \$ 828,899.75 |
| 5 - 5-axle truck | \$ 15.98 | 165,706 | \$ 2,647,272.12 |
| 6 - 6-axle truck | \$ 19.36 | 1,744 | \$ 33,756.09 |
| 8 - special permit | varies | 0 | \$ 0.00 |
| 7 - 7-axle truck | \$ 22.58 | <u>32</u> | \$ <u>722.61</u> |
| Totals | | 6,480,117 | \$ 9,529,480.33 |



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

| class | 2003 volume | 2004 volume | 2005 volume | 2006 volume | 2007 volume | 2008 volume | 2009 volume (projected) | factor from 2008 to 2009 |
|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------------------|--------------------------------|
| 1 - passenger car | 1,298,859 | 2,026,746 | 1,700,215 | 1,720,641 | 1,894,591 | 1,751,053 | 1,716,032 | 0.980 |
| 2 - 2-axle truck | 35,788 | 52,056 | 50,979 | 56,265 | 57,425 | 55,179 | 54,075 | 0.980 |
| 3 - 3-axle truck | 20,198 | 24,171 | 26,248 | 31,139 | 28,569 | 24,315 | 23,829 | 0.980 |
| 4 - 4-axle truck | 6,470 | 7,797 | 7,052 | 6,938 | 7,614 | 6,712 | 6,578 | 0.980 |
| 5 - 5-axle truck | 24,372 | 27,141 | 26,682 | 26,910 | 28,473 | 25,554 | 24,787 | 0.970 |
| 6 - 6-axle truck | 745 | 804 | 718 | 757 | 964 | 791 | 783 | 0.990 |
| 8 - special permit * | 1 | - | 4 | 1 | - | 1 | 1 | 1.000 |
| 7 - 7-axle truck | 34 | 67 | 48 | 52 | 50 | 21 | 21 | 0.990 |
| | 1,386,467 | 2,138,782 | 1,811,946 | 1,842,703 | 2,017,686 | 1,863,626 | 1,826,106 | |

* 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 | 2009 volume (projected) | 2009 revenue |
|--------------------|----------|----------------------------|------------------------|
| 1 - passenger car | \$ 0.73 | 1,716,032 | \$ 1,247,759.54 |
| 2 - 2-axle truck | \$ 4.97 | 54,075 | \$ 268,919.09 |
| 3 - 3-axle truck | \$ 9.68 | 23,829 | \$ 230,778.77 |
| 4 - 4-axle truck | \$ 12.71 | 6,578 | \$ 83,581.14 |
| 5 - 5-axle truck | \$ 16.03 | 24,787 | \$ 397,259.44 |
| 6 - 6-axle truck | \$ 19.26 | 783 | \$ 15,083.89 |
| 8 - special permit | varies | 1 | \$ 26.00 |
| 7 - 7-axle truck | \$ 22.64 | 21 | \$ 475.48 |
| Totals | | 1,826,106 | \$ 2,243,883.35 |



Table 9: Interstate 78 Toll Bridge Volume and Revenue Projections

| class | 2003 volume | 2004 volume | 2005 volume | 2006 volume | 2007 volume | 2008 volume | 2009 volume (projected) | factor from 2008 to 2009 |
|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------------------|--------------------------------|
| 1 - passenger car | 6,518,607 | 6,974,743 | 7,226,070 | 7,605,954 | 7,821,489 | 7,572,684 | 7,345,503 | 0.970 |
| 2 - 2-axle truck | 199,840 | 222,516 | 231,076 | 236,629 | 235,204 | 230,976 | 226,356 | 0.980 |
| 3 - 3-axle truck | 102,434 | 93,683 | 99,176 | 104,217 | 106,916 | 103,201 | 101,137 | 0.980 |
| 4 - 4-axle truck | 115,586 | 111,525 | 119,102 | 127,958 | 124,799 | 115,792 | 113,476 | 0.980 |
| 5 - 5-axle truck | 1,891,300 | 1,946,024 | 1,922,988 | 1,943,206 | 1,877,951 | 1,843,399 | 1,769,663 | 0.960 |
| 6 - 6-axle truck | 30,728 | 35,967 | 38,604 | 41,381 | 42,808 | 49,048 | 48,558 | 0.990 |
| 8 - special permit * | 797 | 8 | 12 | 8 | 9 | 3 | 3 | 1.000 |
| 7 - 7-axle truck | 1,113 | 1,379 | 1,420 | 1,485 | 1,123 | 1,358 | 1,344 | 0.990 |
| total toll | 8,860,405 | 9,385,845 | 9,638,448 | 10,060,838 | 10,210,299 | 9,916,461 | 9,606,040 | |

* Special Permit vehicles were classified differently after 2003

| class | toll | 2009 volume (projected) | 2009 revenue |
|--------------------|----------|----------------------------|-------------------------|
| 1 - passenger car | \$ 0.73 | 7,345,503 | \$ 5,345,485.85 |
| 2 - 2-axle truck | \$ 4.96 | 226,356 | \$ 1,122,218.38 |
| 3 - 3-axle truck | \$ 9.60 | 101,137 | \$ 971,290.33 |
| 4 - 4-axle truck | \$ 12.61 | 113,476 | \$ 1,431,020.78 |
| 5 - 5-axle truck | \$ 15.95 | 1,769,663 | \$ 28,222,230.95 |
| 6 - 6-axle truck | \$ 18.92 | 48,558 | \$ 918,769.77 |
| 8 - special permit | varies | 3 | \$ 101.20 |
| 7 - 7-axle truck | \$ 22.58 | 1,344 | \$ 30,351.47 |
| Totals | | 9,606,040 | \$ 38,041,468.73 |



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

| class | 2003 volume | 2004 volume | 2005 volume | 2006 volume | 2007 volume | 2008 volume | 2009 volume (projected) | factor from 2008 to 2009 |
|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------------------|--------------------------------|
| 1 - passenger car | 5,004,027 | 5,551,047 | 5,690,754 | 5,702,051 | 5,742,513 | 5,914,575 | 5,855,429 | 0.990 |
| 2 - 2-axle truck | 154,235 | 168,748 | 173,094 | 168,505 | 164,859 | 159,661 | 156,468 | 0.980 |
| 3 - 3-axle truck | 62,981 | 60,320 | 64,105 | 64,531 | 59,599 | 61,510 | 60,895 | 0.990 |
| 4 - 4-axle truck | 41,555 | 45,422 | 42,727 | 48,881 | 60,400 | 59,053 | 58,462 | 0.990 |
| 5 - 5-axle truck | 259,050 | 263,362 | 263,496 | 250,482 | 210,038 | 213,711 | 207,300 | 0.970 |
| 6 - 6-axle truck | 3,841 | 4,853 | 5,826 | 6,699 | 3,351 | 3,080 | 3,049 | 0.990 |
| 8 - special permit * | 72 | - | - | - | - | - | - | - |
| 10 - local bus | | | | | | | | |
| 11 - 7-axle truck | 208 | 211 | 252 | 177 | 113 | 71 | 70 | 0.990 |
| total toll vehicles | 5,525,969 | 6,093,963 | 6,240,254 | 6,241,326 | 6,240,873 | 6,411,661 | 6,341,673 | |

* Special Permit vehicles were classified differently after 2003

| class | toll | 2009 volume (projected) | 2009 revenue |
|--------------------|----------|----------------------------|------------------------|
| 1 - passenger car | \$ 0.73 | 5,855,429 | \$ 4,267,179.67 |
| 2 - 2-axle truck | \$ 4.98 | 156,468 | \$ 778,478.93 |
| 3 - 3-axle truck | \$ 9.65 | 60,895 | \$ 587,693.77 |
| 4 - 4-axle truck | \$ 12.87 | 58,462 | \$ 752,188.33 |
| 5 - 5-axle truck | \$ 15.99 | 207,300 | \$ 3,315,654.94 |
| 6 - 6-axle truck | \$ 19.23 | 3,049 | \$ 58,633.03 |
| 8 - special permit | varies | 0 | \$ 0.00 |
| 7 - 7-axle truck | \$ 22.26 | 70 | \$ 1,558.00 |
| Totals | | 6,341,673 | \$ 9,761,386.67 |



Table 11: Portland Columbia Toll Bridge Volume and Revenue Projections

| class | 2003 volume | 2004 volume | 2005 volume | 2006 volume | 2007 volume | 2008 volume | 2009 volume (projected) | factor from 2008 to 2009 |
|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------------------|--------------------------------|
| 1 - passenger car | 1,083,030 | 1,162,560 | 1,217,782 | 1,221,400 | 1,365,195 | 1,272,395 | 1,234,223 | 0.970 |
| 2 - 2-axle truck | 27,528 | 28,720 | 29,958 | 30,743 | 30,772 | 29,159 | 29,013 | 0.995 |
| 3 - 3-axle truck | 9,413 | 11,677 | 10,874 | 10,287 | 12,364 | 12,904 | 12,839 | 0.995 |
| 4 - 4-axle truck | 5,795 | 6,149 | 6,780 | 8,645 | 7,980 | 8,635 | 8,549 | 0.990 |
| 5 - 5-axle truck | 28,508 | 31,778 | 34,076 | 34,464 | 33,480 | 32,371 | 31,724 | 0.980 |
| 6 - 6-axle truck | 226 | 453 | 705 | 589 | 475 | 313 | 310 | 0.990 |
| 8 - special permit * | 9 | - | - | - | - | - | - | - |
| 7 - 7-axle truck | 6 | 14 | 12 | 13 | 9 | 12 | 12 | 1.000 |
| total toll vehicles | 1,154,515 | 1,241,351 | 1,300,187 | 1,306,141 | 1,450,275 | 1,355,789 | 1,316,670 | |

* Special Permit vehicles were classified differently after 2003

| class | toll | 2009 volume (projected) | 2009 revenue |
|--------------------|----------|----------------------------|------------------------|
| 1 - passenger car | \$ 0.73 | 1,234,223 | \$ 898,076.70 |
| 2 - 2-axle truck | \$ 4.98 | 29,013 | \$ 144,450.78 |
| 3 - 3-axle truck | \$ 9.70 | 12,839 | \$ 124,544.61 |
| 4 - 4-axle truck | \$ 12.94 | 8,549 | \$ 110,604.44 |
| 5 - 5-axle truck | \$ 16.14 | 31,724 | \$ 511,903.64 |
| 6 - 6-axle truck | \$ 19.46 | 310 | \$ 6,031.57 |
| 8 - special permit | varies | 0 | \$ 0.00 |
| 7 - 7-axle truck | \$ 22.75 | 12 | \$ 273.00 |
| Totals | | 1,316,670 | \$ 1,795,884.72 |



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

| class | 2003 volume | 2004 volume | 2005 volume | 2006 volume | 2007 volume | 2008 volume | 2009 volume (projected) | factor from 2008 to 2009 |
|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------------------|--------------------------------|
| 1 - passenger car | 8,066,666 | 8,488,847 | 8,493,107 | 8,590,643 | 8,501,039 | 8,293,436 | 8,169,034 | 0.985 |
| 2 - 2-axle truck | 143,521 | 161,134 | 161,724 | 162,397 | 162,971 | 153,981 | 150,901 | 0.980 |
| 3 - 3-axle truck | 87,427 | 93,075 | 95,818 | 95,676 | 96,380 | 92,707 | 90,853 | 0.980 |
| 4 - 4-axle truck | 52,233 | 57,861 | 63,106 | 63,265 | 67,828 | 63,181 | 61,917 | 0.980 |
| 5 - 5-axle truck | 1,108,058 | 1,128,514 | 1,120,941 | 1,124,054 | 1,175,507 | 1,098,482 | 1,054,543 | 0.960 |
| 6 - 6-axle truck | 19,127 | 20,887 | 20,884 | 19,712 | 23,663 | 24,652 | 24,159 | 0.980 |
| 8 - special permit * | 780 | 69 | 64 | 42 | 38 | 46 | 46 | 0.990 |
| 7 - 7-axle truck | 992 | 1,346 | 1,246 | 1,376 | 1,104 | 1,022 | 1,022 | 1.000 |
| total toll vehicles | 9,478,804 | 9,951,733 | 9,956,890 | 10,057,165 | 10,028,530 | 9,727,507 | 9,552,475 | |

* Special Permit vehicles were classified differently after 2003

| class | toll | 2009 volume (projected) | 2009 revenue |
|--------------------|----------|----------------------------|-------------------------|
| 1 - passenger car | \$ 0.73 | 8,169,034 | \$ 5,944,411.33 |
| 2 - 2-axle truck | \$ 4.96 | 150,901 | \$ 747,948.79 |
| 3 - 3-axle truck | \$ 9.60 | 90,853 | \$ 872,422.30 |
| 4 - 4-axle truck | \$ 12.69 | 61,917 | \$ 785,654.57 |
| 5 - 5-axle truck | \$ 15.97 | 1,054,543 | \$ 16,839,737.71 |
| 6 - 6-axle truck | \$ 18.99 | 24,159 | \$ 458,753.61 |
| 8 - special permit | varies | 46 | \$ 2,360.34 |
| 7 - 7-axle truck | \$ 22.68 | <u>1,022</u> | \$ <u>23,176.94</u> |
| Totals | | 9,552,475 | \$ 25,674,465.59 |



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

| class | 2003 volume | 2004 volume | 2005 volume | 2006 volume | 2007 volume | 2008 volume | 2009 volume (projected) | factor from 2008 to 2009 |
|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------------------|--------------------------------|
| 1 - passenger car | 1,231,491 | 1,311,848 | 1,300,872 | 1,303,872 | 1,310,047 | 1,267,024 | 1,254,354 | 0.990 |
| 2 - 2-axle truck | 21,418 | 22,786 | 23,234 | 24,278 | 26,171 | 26,875 | 26,606 | 0.990 |
| 3 - 3-axle truck | 5,139 | 5,328 | 5,244 | 5,228 | 4,545 | 4,469 | 4,424 | 0.990 |
| 4 - 4-axle truck | 2,145 | 1,929 | 1,887 | 1,946 | 2,011 | 1,616 | 1,584 | 0.980 |
| 5 - 5-axle truck | 10,626 | 10,495 | 10,014 | 9,380 | 8,921 | 8,897 | 8,719 | 0.980 |
| 6 - 6-axle truck | 119 | 107 | 99 | 78 | 85 | 130 | 129 | 0.990 |
| 8 - special permit * | 7 | 3 | - | - | - | - | - | - |
| 7 - 7-axle truck | 41 | 38 | 24 | 18 | 11 | 7 | 7 | 0.990 |
| total toll | 1,270,986 | 1,352,534 | 1,341,374 | 1,344,800 | 1,351,791 | 1,309,018 | 1,295,823 | |

* Special Permit vehicles were classified differently after 2003

| class | toll | 2009 volume (projected) | 2009 revenue |
|--------------------|----------|----------------------------|------------------------|
| 1 - passenger car | \$ 0.73 | 1,254,354 | \$ 912,847.41 |
| 2 - 2-axle truck | \$ 4.97 | 26,606 | \$ 132,339.67 |
| 3 - 3-axle truck | \$ 9.71 | 4,424 | \$ 42,957.62 |
| 4 - 4-axle truck | \$ 12.95 | 1,584 | \$ 20,505.83 |
| 5 - 5-axle truck | \$ 16.07 | 8,719 | \$ 140,113.19 |
| 6 - 6-axle truck | \$ 19.42 | 129 | \$ 2,504.93 |
| 8 - special permit | varies | 0 | \$ 0.00 |
| 7 - 7-axle truck | \$ 22.10 | 7 | \$ 154.70 |
| Totals | | 1,295,823 | \$ 1,251,423.36 |



Table 14: Volume and Revenue Comparison -- 2008 to 2009 with Reduced E-ZPass Discounts

| Revenue Summary by Bridge/District | | 2008 Volumes * | 2008 Revenues ** | 2009 Volume (Projected) | 2009 Revenue (Projected) | Change in Actual vs. Projected Volume from 2008 to 2009 | | Change in Actual vs. Projected Revenue from 2008 to 2009 | |
|------------------------------------|-----------------------|-------------------|-------------------------|----------------------------|-----------------------------|---|---------------|--|--------------|
| | | | | | | vehicles | percent | dollars | percent |
| District | | | | | | | | | |
| 1 | Trenton-Morrisville | 6,615,867 | \$ 9,132,379.48 | 6,480,117 | \$ 9,529,480.33 | -135,750 | -2.05% | \$ 397,100.85 | 4.35% |
| 1 | New Hope-Lambertville | 1,863,626 | \$ 2,097,836.53 | 1,826,106 | \$ 2,243,883.35 | -37,520 | -2.01% | \$ 146,046.82 | 6.96% |
| 2 | Interstate 78 | 9,916,461 | \$ 37,722,660.04 | 9,606,040 | \$ 38,041,468.73 | -310,421 | -3.13% | \$ 318,808.69 | 0.85% |
| 2 | Easton-Phillipsburg | 6,411,661 | \$ 9,284,658.05 | 6,341,673 | \$ 9,761,386.67 | -69,988 | -1.09% | \$ 476,728.62 | 5.13% |
| 3 | Portland-Columbia | 1,355,789 | \$ 1,699,004.88 | 1,316,670 | \$ 1,795,884.72 | -39,119 | -2.89% | \$ 96,879.84 | 5.70% |
| 3 | Delaware Water Gap | 9,727,507 | \$ 25,315,834.20 | 9,552,475 | \$ 25,674,465.59 | -175,032 | -1.80% | \$ 358,631.39 | 1.42% |
| 3 | Milford-Montague | 1,309,018 | \$ 1,162,969.71 | 1,295,823 | \$ 1,251,423.36 | -13,195 | -1.01% | \$ 88,453.65 | 7.61% |
| | Total | 37,199,929 | \$ 86,415,342.89 | 36,418,904 | \$ 88,297,992.76 | -781,025 | -2.10% | \$ 1,882,649.87 | 2.18% |

* 2008 volumes from December 2007 to November 2008

** 2008 revenues from December 2007 to November 2008



Table 15: Actual Revenue and Expenditures for 2008

| District | Bridge | 2008 Volume * | 2008 Revenue * |
|--|--------------------------------|--------------------------|-------------------------|
| 1 | Trenton-Morrisville | 6,615,867 | \$ 9,132,379.48 |
| 1 | New Hope-Lambertville | 1,863,626 | \$ 2,097,836.53 |
| 2 | Interstate 78 | 9,916,461 | \$ 37,722,660.04 |
| 2 | Easton-Phillipsburg | 6,411,661 | \$ 9,284,658.05 |
| 3 | Portland-Columbia | 1,355,789 | \$ 1,699,004.88 |
| 3 | Delaware Water Gap | 9,727,507 | \$ 25,315,834.20 |
| 3 | Milford-Montague | <u>1,309,018</u> | <u>\$ 1,162,969.71</u> |
| Total | | 37,199,929 | \$ 86,415,342.89 |
| Total Toll Revenue | | (From above) | \$ 86,415,342.89 |
| Interest Income | | (Provided by Commission) | \$ 6,440,000.00 |
| ** | Other Income | (Provided by Commission) | <u>\$ 2,718,000.00</u> |
| 1. Total Revenue - 2008 | | | \$ 95,573,342.89 |
| 2. Operating Expenses - 2008 | | (Provided by Commission) | <u>\$ 44,340,268.00</u> |
| 3. Net Revenue | | (Line 1 - Line 2) | \$ 51,233,074.89 |
| *** | 4. Maximum Annual Debt Service | (Provided by Commission) | \$ 32,850,400.00 |
| 5. 130% of Maximum Annual Debt Service | | | \$ 42,705,520.00 |
| 6. Calculated Debt Service Coverage Ratio | | (Line 3 / Line 4) | 1.56 |
| * Based on Actual Volumes and Revenues from December 2007 to November 2008 | | | |
| ** 2008 other income includes \$1,380,000 recovered from FEMA and insurance from flood damages, and \$1,124,000 from the sale of the Commission's radio frequency. | | | |
| *** Due to disruption in the option rate securities market interest cost was higher than anticipated. | | | |
| 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 all current Bridge System Revenue Bonds, Section 703 (b), Paragraph 2 (i) | | | |



Table 16: Projected Revenue and Expenditures for 2009

| Projected Revenue by Bridge/District | | 2009 Volume | 2009 Revenue |
|--|-----------------------|--------------------------|-------------------------|
| 1 | Trenton-Morrisville | 6,480,117 | \$ 9,529,480.33 |
| 1 | New Hope-Lambertville | 1,826,106 | \$ 2,243,883.35 |
| 2 | Interstate 78 | 9,606,040 | \$ 38,041,468.73 |
| 2 | Easton-Phillipsburg | 6,341,673 | \$ 9,761,386.67 |
| 3 | Portland-Columbia | 1,316,670 | \$ 1,795,884.72 |
| 3 | Delaware Water Gap | 9,552,475 | \$ 25,674,465.59 |
| 3 | Milford-Montague | <u>1,295,823</u> | <u>\$ 1,251,423.36</u> |
| Total | | 36,418,904 | \$ 88,297,992.76 |
| Total Toll Revenue | | (From above) | \$ 88,297,992.76 |
| * Interest Income | | (Provided by Commission) | \$ 3,927,000.00 |
| ** E-ZPass account service fee | | (Provided by Commission) | \$ 474,600.00 |
| Other Income | | (Provided by Commission) | <u>\$ 389,000.00</u> |
| 1. Total Projected Revenue - 2009 | | | \$ 93,088,592.76 |
| 2. Operating Expenses - 2009 | | (Provided by Commission) | <u>\$ 46,656,321.00</u> |
| 3. Net Revenue | | (Line 1 - Line 2) | \$ 46,432,271.76 |
| 4. Maximum Annual Debt Service | | (Provided by Commission) | <u>\$ 33,078,000.00</u> |
| 5. Projected Debt Service Coverage Ratio | | (Line 3 / Line 4) | 1.40 |
| * Interest income assumes approximately \$194,000,000 average balance and average interest rate of 2% | | | |
| ** Monthly account service fee of \$1 for 67,800 E-ZPass accounts will be charged effective June 1, 2009 | | | |