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# **2010 TRAFFIC ENGINEERING REPORT**

## **Year 2011 Toll Bridge Traffic Volume And Revenue Projections**

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Delaware River  
Joint Toll Bridge  
Commission

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

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February 23, 2011

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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 2011 revenues will be enough to satisfy the conditions of the Commission's Current Bond Indenture, which requires under Section 501(a) the following:

Section 501(a) of the Commission's Bond Indenture states "The Commission covenants that at all times it will establish and maintain a schedule of Tolls for vehicular traffic over the System, and will collect Tolls, so that the Net Revenues in each Fiscal Year will at all times be at least sufficient to provide funds in an amount not less than (1) the greater of: (i) one hundred thirty percent (130%) of the Annual Debt Service for such Fiscal Year on account of all Applicable Long-Term Indebtedness then outstanding under the provisions of this Indenture, or (ii) one hundred percent (100%) of the Maximum Annual Debt Service on all applicable Long-Term Indebtedness, plus (A) the amount of required transfers from the Revenue Fund to the credit of the Reserve Maintenance Fund pursuant to the Annual Capital Budget, and (B) an amount sufficient to restore any deficiency in the Debt Service Reserve Fund within an eighteen (18) month period."

Anticipated revenues for 2011 were calculated by applying the current toll structure to the projected 2011 volumes for each vehicle type on the seven (7) toll bridges under the jurisdiction of the Commission.

Table 16 lists the projected revenues and expenditures for the year 2011. The sum of year 2011 projected toll bridge revenues is \$90,236,797.60, the Net Revenue is \$44,985,389.60, and the Annual Debt Service is \$33,885,785.00. Comparing the Net Revenue to the Annual Debt Service, the Net Revenue is 133% of the Annual Debt Service (Debt Service Coverage Ratio of 1.33), which satisfies the requirements of the Commission's Bond Indenture Section 501(a)(1).

## **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 2011. The seven (7) 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 the year 2011 projected toll revenues will be enough to satisfy the conditions of the Commission’s current Bond Indenture, which requires under Section 501(a) the following:

Section 501(a) of the Commission’s Bond Indenture states “The Commission covenants that at all times it will establish and maintain a schedule of Tolls for vehicular traffic over the System, and will collect Tolls, so that the Net Revenues in each Fiscal Year will at all times be at least sufficient to provide funds in an amount not less than (1) the greater of: (i) one hundred thirty percent (130%) of the Annual Debt Service for such Fiscal Year on account of all Applicable Long-Term Indebtedness then outstanding under the provisions of this Indenture, or (ii) one hundred percent (100%) of the Maximum Annual Debt Service on all applicable Long-Term Indebtedness, plus (A) the amount of required transfers from the Revenue Fund to the credit of the Reserve Maintenance Fund pursuant to the Annual Capital Budget, and (B) an amount sufficient to restore any deficiency in the Debt Service Reserve Fund within an eighteen (18) month period.”

The year 2011 projected Net Revenue is 133% of the Annual Debt Service (Debt Service Coverage Ratio of 1.33), which satisfies the requirements of the Commission's Bond Indenture Section 501(a)(1).

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## **METHODOLOGY**

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To project traffic volumes on the toll bridges for the year 2011, we considered new development projects that could add traffic to the toll bridges, roadway construction projects that 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 2011 DEVELOPMENT PROJECTS**

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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) were contacted to learn of large developments which could have a major affect on toll bridge volumes during the year 2011. While several development projects are underway, only a few major projects are expected to open/expand/contract during the 2011 calendar year. For informational purposes, we have discussed major projects which may reach full build-out in the distant future but will likely not contribute any traffic during the year 2011.

### **District 1 (Trenton- Morrisville, New Hope-Lambertville)**

In Bucks County, three medium office developments up to 200,000 square feet have been proposed and are anticipated to be constructed in 2010 or beyond 2010. Given the relatively low traffic volumes generated by these developments, we have not assumed any additional traffic crossing the Trenton-Morrisville Toll Bridge or New Hope-Lambertville Toll Bridge from these developments in 2011.

In southern Hunterdon and Mercer Counties, New Jersey, there are no new major developments proposed in the area of the New Hope-Lambertville Toll Bridge.

### **District 2 (I-78, Easton-Phillipsburg)**

The Sands Bethworks Casino opened in May of 2009 with up to 3,000 slot machines. In May 2010, 300 table games were opened. A 300 room hotel is planned with an opening in May 2011. Given the relatively low traffic volumes anticipated to be generated by the hotel, no additional traffic crossing the toll bridges was considered.

Majestic Realty has proposed approximately 8 million square feet of industrial / warehouse space in Bethlehem at the former Bethlehem Steel plant. Since construction has not started and is not anticipated in 2011, no additional traffic crossing the toll bridges was considered.

A 251,000 square foot expansion to St. Luke's Hospital, located on the southwest quadrant of the intersection of Route 33/Freemansburg Avenue in Bethlehem, Northampton County, Pennsylvania, is currently under construction. It is expected to open in winter 2012. Due to its scheduled opening in 2012, no additional traffic crossing the toll bridges was considered.

Martin Tower in Bethlehem is proposed to consist of a 22-story condominium building with 585 townhouses on the acreage surrounding the tower (Phase 1) and 800 units and retail (Phase 2). This project is on hold indefinitely.

A retail development to include a 221,000 sq. ft. Super Walmart and outparcels, located on Route 22 near Greenwich Street (CR 0638) in Phillipsburg, Warren County, New Jersey, is proposed and approved. Because the Super Walmart will replace an existing Walmart in close proximity and the presence of a Walmart on the Pennsylvania side of the river, no additional traffic crossing the toll bridges was considered.

Sycamore Landing is a proposed residential development consisting of 240 units and located on Route 22 near the Phillipsburg Mall in Phillipsburg, Warren County, New Jersey. This development has no approvals to date, thus no construction is anticipated until late 2011 at the earliest. As such, no additional traffic crossing the toll bridges was considered.

Kasson Development in Belvidere is approved for 124 townhouses and 120 multifamily homes. This development has recently been modified to be an age targeted development, requiring additional municipal and County reviews. Construction is not anticipated to begin until late 2011 at the earliest. No additional traffic crossing the toll bridges was considered.

No major developments are proposed in northern Hunterdon County for 2011.

### **District 3 (Delaware Water Gap, Milford-Montague, Portland-Columbia)**

In Pike County, the Highland Village residential development (approximately 5,300 units) is currently on hold.

No major developments are proposed in Monroe County, Pennsylvania, Sussex County, New Jersey or northern Warren County, New Jersey for 2011.

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## **RECENT ROADWAY CONSTRUCTION PROJECTS**

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The Commission's projects were reviewed, and County planning/engineering offices and the Departments of Transportation were also asked about significant roadway construction projects near the bridges. In addition, the Pennsylvania Department of Transportation (PennDOT) Transportation Improvement Program (TIP) and New Jersey TIP were also reviewed. Our findings are as follows:

### **Commission Projects**

- ☑ The Washington Crossing Toll Supported Bridge rehabilitation project resulted in a bridge closure from August 9, 2010 to September 24, 2010. Traffic was detoured across the Scudder Falls Toll Supported Bridge during this closure. The traffic data for these months suggests that a portion of the traffic was also diverted to the New Hope-Lambertville Toll Supported Bridge.
- ☑ The Interstate-78 Express E-ZPass Lanes/Open Road Tolling was completed in May 2010. Three toll lanes were closed from January 8, 2010 to May 13, 2010. While it was anticipated that traffic would be diverted to the Easton-Phillipsburg Toll Bridge during the project, the traffic data from these months does not show a diversion. As such, no adjustment was incorporated.



- ☑ The Calhoun Street Toll Supported Bridge Rehabilitation Project resulted in a bridge closure from May 24 to September 24, 2010. The detour was set up to direct traffic to the Lower Trenton Toll Supported Bridge. The traffic data from these months indicates a 40/60 split of diverted traffic utilizing the Lower Trenton Toll Supported Bridge and the Trenton - Morrisville Toll Bridge. *Of the approximately 1.2 million westbound vehicles using the Calhoun Street Toll Supported Bridge during the closure, we have determined that 40% (480,000 vehicles) diverted to the Lower Trenton Toll Supported Bridge, and 60% (720,000 vehicles) diverted to the Trenton - Morrisville Toll Bridge.*
- ☑ The Riegelsville Toll Supported Bridge rehabilitation project closures began in September 2010 and are expected to end in December 2010. Any diversions from Riegelsville would likely increase traffic at the Upper Black Eddy–Milford Toll Supported Bridge or the I-78 Toll Bridge. Given the relatively low volume of the Riegelsville Toll Supported Bridge, no increase was assumed at the I-78 Toll Bridge due to diversions.
- ☑ The Upper Black Eddy–Milford Rehabilitation Project will result in a closure of the bridge from January 2011 to May 2011. Traffic will be diverted to the Riegelsville Toll Supported Bridge, the Uhlershtown-Frenchtown Toll Supported Bridge and the I-78 Toll Bridge. *Of the approximately 250,000 westbound vehicles diverted from the Upper Black Eddy-Milford Bridge during the closure, we have assumed that 80% (200,000 vehicles) total will utilize the Riegelsville Toll Supported Bridge and the Uhlershtown-Frenchtown Toll Supported Bridge and 20% (50,000) will utilize the I-78 Toll Bridge.*
- ☑ The District 1, 2, and 3 Substructure Repair/Scour Remediation project started in September 2010 and will be completed by January 2011. There are no detours necessary for this project.
- ☑ The Delaware Water Gap (Interstate-80) Toll Bridge ORT/Express E-ZPass Project resulted in lane closures at the toll booths starting on September 8, 2010 through November 22, 2010. *We have determined that 50,000 passenger vehicles were diverted from the Delaware Water Gap (Interstate-80) Toll Bridge to the Portland-Columbia Toll Bridge during the lane closures. The 2010 traffic volumes are adjusted accordingly.*
- ☑ The Delaware Water Gap (Interstate-80) Toll Bridge Bearing Replacements/Painting Project is scheduled to begin in December 2010. All full bridge closures will be limited to 15 minutes and will occur during off-peak hours, so no detours are required. As such, no adjustments were made.

#### **Northampton County, Pennsylvania**

- ☑ The rehabilitation of the SR 0611 (E. Riverside Drive) Bridge over Bushkill Creek in Easton, PA is located near the intersection of S.R. 0611 and Route 22. The Easton-Phillipsburg Toll Bridge carries Route 22 over the Delaware River. Vehicles detoured during construction can utilize local roadways to access Route 22 and the Easton-Phillipsburg Toll Bridge. As such, no adjustments are made.

#### **Pike County, Pennsylvania**

- ☑ The project rehabilitation of the S.R. 0006 (Grand Army of the Republic Highway) Bridge over Sawkill Creek is located approximately two miles west of the Milford-Montague Toll Bridge. If a detour is planned during construction, traffic will be diverted from the Milford-Montague Toll Bridge. Construction is not anticipated to start until 2012. As such, no adjustments were made.



- ☑ The reconstruction of I-84 between S.R. 0006 and the New York state border may divert vehicles to the Delaware Water Gap (I-80) Toll Bridge or the Milford-Montague Toll Bridge. Construction is not anticipated until 2013. As such, no adjustments were made.

#### **Monroe County, Pennsylvania**

- ☑ There is a project to replace the SR 2030 (Foxtown Hill Road) over SR 2028 (Broad Street) in Smithfield Township, approximately one half mile from the Delaware Water Gap (I-80) Toll Bridge. SR 2030 (Foxtown Hill Road) serves as the ramp for I-80 Exit 310. During construction, some traffic could access the Delaware Water Gap (I-80) Toll Bridge from Exit 309. Some traffic could divert to the Portland-Columbia Toll Bridge. Construction is not anticipated until 2013-2014. As such, no adjustments were made.
- ☑ There is a project to replace the SR 0611 (Seventh Street) Bridge over I-80 in Stroudsburg Borough, located approximately four miles from the Delaware Water Gap (I-80) Toll Bridge. SR 0611 (Seventh Street) serves as an access to the I-80 Exit 307 eastbound ramps. Construction is expected to start in 2011. However, vehicles detoured during construction can utilize local roadways to access I-80 via Exits 305, 306, or 308, so no adjustments were made.

#### **Bucks County, Pennsylvania**

- ☑ The Pennsylvania Turnpike will have an interchange with I-95 in Bristol. The project is in the preliminary phases of construction, with stage 1 construction anticipated to be completed in 2014. This phase is not expected to impact any traffic patterns in 2011.
- ☑ The Delaware Road Bridge over the Delaware Canal will be replaced. During construction, a temporary structure will carry vehicles over the Delaware Canal. As such, no traffic diversions are anticipated. Construction is anticipated in 2012.

#### **Warren County, New Jersey**

- ☑ The Beaver Brook Bridge Replacement will replace the Route 46 westbound structure over Beaver Brook in White Township, New Jersey. This project is located approximately two miles from the Riverton-Belvidere Toll Supported Bridge. If detours are required for this project, detoured vehicles can utilize local roadways to access the Riverton-Belvidere Toll Supported Bridge. As such, no adjustments were made.

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

- ☑ The South Broad Street Bridge over Assunpink Creek in Trenton, New Jersey will be updated to a modern structure from its current stone arch structure. Detours for this construction may divert eastbound traffic from the Lower Trenton Toll Supported Bridge to the Trenton - Morrisville Toll Bridge. Construction is not anticipated to start until 2012. As such, not adjustments were made.

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### **HISTORICAL TRAFFIC VOLUMES**

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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 2005 to 2010 were used.

Monthly traffic volume data for the toll-supported bridges is summarized on a monthly basis from 2005 to 2010, 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 data 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 21 million vehicles per year, which converts to an average annual daily traffic volume (AADT) of approximately 57,000 vehicles. Volumes on the Scudder Falls Bridge have remained constant for several years. The Lower Trenton, Calhoun Street, New Hope-Lambertville and Northampton Street Toll Supported Bridges carry approximately 4 - 8 million vehicles per year. The remaining toll-supported bridges carry from 1.1 to 2.2 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 a four (4) percent increase or decrease per year. During 2010, the Calhoun Street Toll Supported Bridge was closed for construction from May 24, 2010 to September 24, 2010. As a result of this closure, there is a shift in traffic (approximately 550,000 passenger cars per month) from the Calhoun Street Toll Supported Bridge to the Lower Trenton Toll Supported Bridge and the Trenton - Morrisville Toll Bridge. Of the approximately 1.2 million westbound passenger cars that would normally use the Calhoun Street Toll Supported Bridge during the closure, approximately 40% (480,000 passenger cars) diverted to the Lower Trenton Toll Supported Bridge, and 60% (720,000 passenger cars) diverted to the Trenton - Morrisville Toll Bridge. Additionally, the Washington Crossing Bridge was closed for construction from August 9, 2010 to September 24, 2010 with traffic (approximately 350,000 vehicles total) diverted to New Hope-Lambertville Toll Supported Bridge or Scudder Falls Toll Supported Bridges.

Reviewing information that the seven (7) toll bridges under the jurisdiction of the Commission during 2010, we found that the Delaware Water Gap (Interstate 80) and Interstate 78 Toll Bridges carry the largest traffic volumes (between 9.8 and 10.4 million toll paying westbound vehicles per year, respectively). Trenton-Morrisville (US Route 1) and Easton-Phillipsburg carry between 7.2 and 6.3 million toll paying (westbound) vehicles per year, respectively. The remaining three (3) toll bridges carry between 1.3 million and 2.0 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 experienced an increase of 20 to 35 percent during the months of May through September 2010 due to the closure of the Calhoun Street Toll Supported Bridge. The Portland-Columbia Toll Bridge experienced an increase of approximately 20 percent during September, October and November of 2010 while toll lanes were closed on the Delaware Water Gap (I-80) Toll Bridge.

During February 2010, snow storm events caused a significant drop in toll traffic. *As such, all 2010 traffic volumes reflect an adjustment to February volumes for these snow storms.* The adjustment is equal to the numerical difference between the February 2009 and February 2010 traffic volumes at each toll bridge and the application of a growth factor developed from January and March trends.

The passenger vehicles represented approximately 87.5 percent of the vehicles on the seven (7) toll bridges during 2010. The five (5) axle tractor-trailer continues to be the most common truck type, representing approximately 8.4 percent of vehicles crossing the seven (7) toll bridges during 2010. Two (2) axle trucks represent the next largest portion of trucks at 2.1 percent. The auto / tractor trailer volume percentages have remained consistent for the past several years.

## YEAR 2011 TRAFFIC VOLUME AND TOLL REVENUE PROJECTIONS

Tables 7 through 13 illustrate traffic volumes for the seven (7) toll bridges for the years 2005 through 2010, as well as the projected year 2011 volumes. Review of the data indicates 2.9% increase in traffic volumes system wide from 2009 to 2010. Passenger cars increased by 2.9%, accounting for several adjustments to 2010 volumes including the diversion of 720,000 passenger cars to the Trenton-Morrisville Toll Bridge during the closure of Calhoun Street Toll Supported Bridge. All trucks increased by 3.1% system wide; however, some of the increase in trucks is due to the accounting of toll-violating vehicles. In 2009, all toll-violating vehicles were assumed to be class 1 (passenger vehicles). The 2010 volumes reflect adjusted numbers to place toll-violating vehicles in the proper class.

Upon review of the traffic data, all bridges reached a low point in traffic volumes in 2008, with the exception of the Easton-Phillipsburg, Portland-Columbia, and Milford-Montague Toll Bridges which reached a low in 2009. Accordingly, the growth or reduction factors were developed based on one to two year growth trends. The growth or reduction factors also consider the modification of the accounting for toll-violating vehicles, as described above. Vehicles with significantly small sample sizes were projected to remain flat.

Based on the findings listed above, a growth or reduction factor was applied to 2010 data for each vehicle type on each toll bridge to project year 2011 volumes. Growth factors for each vehicle type at each bridge to project 2010 traffic volumes to 2011 traffic volumes are shown in Tables 7 to 13.

Passenger car volumes are projected to increase by 3.1% system wide from 2010 to 2011. Growth rates at individual bridges varied from 0% to 6.5%, which are based primarily on the one year growth from 2009 to 2010.

The following toll structures were applied to the projected 2011 volumes to determine the projected year 2011 revenue for each toll bridge:

<u>Vehicle Type</u>	<u>Toll Structure</u>	
	Cash/Casual E-ZPass	Discount E-ZPass
Passenger Vehicles	\$ 0.75	\$ 0.45
2-Axle Trucks	\$ 5.00	\$ 4.50
3-Axle Trucks	\$ 9.75	\$ 8.78
4-Axle Trucks	\$ 13.00	\$ 11.70
5-Axle Trucks	\$ 16.25	\$ 14.63
6-Axle Trucks	\$ 19.50	\$ 17.55
7-Axle Trucks	\$ 22.75	\$ 20.48

Frequent or commuter E-ZPass passenger car users that have 20 or more crossings in a 35-calendar day period receive a 40% discount over the cash / casual E-ZPass fare. Based on E-ZPass penetration rates at each toll bridge and the total discount value, 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 off peak traffic (9 PM – 6 AM) will receive a 10% discount over the cash fare. We calculated a weighted average toll rate to each truck class specific to each bridge using total

truck toll revenue and total trucks. Tables 7 to 13 show the weighted average toll rates utilized for each vehicle type on each bridge.

Table 14 compares the 2010 volumes and revenues for each bridge and maintenance district with the projected 2011 volumes and revenues. As indicated, overall toll traffic volumes are projected to increase by approximately 1,112,755 vehicles (2.9%) and revenues are projected to increase by approximately \$1,616,284.69 (1.8%).

Table 15 is provided in response to Section 501(a)(1) of the Commission's Bond Indenture and provides Total Revenue, Operating Expenses, Net Revenue and Annual Debt Service for 2010. The requirement that the Net Revenue for the preceding fiscal year be at least 130% of the Annual Debt Service (Debt Service Coverage Ratio of 1.30) was met.

Table 16 lists the projected revenues and expenditures for the year 2011. The sum of year 2011 projected toll bridge revenues is \$90,236,797.60, the Net Revenue is \$44,985,389.60, and the Annual Debt Service is \$33,885,785.00. Comparing the Net Revenue to the Annual Debt Service, the Net Revenue is 133% of the Annual Debt Service (Debt Service Coverage Ratio of 1.33), which satisfies the requirements of the Commission's Bond Indenture Section 501(a)(1).



**Table 1 - 2005 Toll Supported Bridge Volumes**

Month	Lower Trenton	Calhoun Street	Scudder Falls	Washington Crossing	New Hope-Lambertville	Centre Bridge-Stockton	Uniersstown-Frenchtown	Upper Black Eddy-Milford	Riegelsville	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	<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	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	<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	4,606,119
<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 and adjusted figures due to counter malfunction rounded



**Table 2 - 2006 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	Riegelsville	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
<b>Total</b>	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 and adjusted figures due to counter malfunction rounded  
 June July figures represent adjusted volumes without closures due to flooding





**Table 3 - 2007 Toll Supported Bridge Volumes**

Month	Lower Trenton	Cainoun Street	Scudder Falls	Washington Crossing	New Hope-Lambertville	Centre Bridge-Stockton	Unlersstown-Frenchtown	Upper Black Eddy-Milford	Riegelsville	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
<b>Total</b>	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 and 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 4 - 2008 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	Riegelsville	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	<i>443,608</i>	<i>140,967</i>	126,718	98,207	103,852	672,295	156,041	4,936,216
November	508,556	<i>517,250</i>	1,690,526	197,744	395,624	<i>136,819</i>	112,026	92,901	89,294	<i>605,825</i>	136,633	4,483,198
December	540,738	<i>563,926</i>	<i>1,794,014</i>	209,550	401,679	130,957	104,539	97,961	87,757	632,779	133,367	4,697,267
<b>Total</b>	6,726,150	6,742,933	21,321,390	2,593,982	5,122,435	1,618,270	1,401,665	1,262,697	1,227,108	7,869,191	1,732,702	57,618,522

Estimated figures due to adjustments shown in italics and 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)



**Table 5 - 2009 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	Riegelsville	Northampton Street	Riverton Belvidere	Total
January	518,115	<i>553,851</i>	<i>1,643,568</i>	199,361	350,943	<i>116,074</i>	97,639	92,981	79,741	603,279	126,110	4,381,662
February	500,303	<i>490,991</i>	<i>1,522,087</i>	189,393	351,147	115,328	96,407	91,060	77,190	591,359	125,656	4,150,921
March	565,748	<i>555,634</i>	<i>1,707,097</i>	220,540	384,131	<i>132,470</i>	110,887	103,561	88,307	666,954	144,833	4,680,162
April	579,305	<i>582,724</i>	<i>1,827,731</i>	<i>224,781</i>	403,555	<i>143,491</i>	119,268	110,797	94,754	684,941	<i>152,173</i>	4,923,520
May	588,519	590,292	<i>1,831,390</i>	224,827	426,904	164,146	131,358	120,087	97,028	705,446	161,272	5,041,269
June	579,191	<i>551,107</i>	1,823,098	214,028	417,571	<i>146,159</i>	126,641	116,651	105,790	684,546	157,903	4,922,685
July	588,155	<i>580,735</i>	<i>1,734,852</i>	218,537	448,893	<i>142,686</i>	140,607	123,648	113,477	661,319	160,559	4,913,468
August	574,407	<i>572,997</i>	<i>1,812,943</i>	207,522	448,977	160,092	133,636	122,459	110,022	682,176	152,663	4,977,894
September	541,100	<i>559,584</i>	<i>1,739,818</i>	210,094	421,046	<i>155,092</i>	127,499	117,161	103,864	638,612	151,627	4,765,497
October	559,056	568,089	1,796,426	216,949	432,672	137,538	126,932	116,117	107,958	642,662	154,067	4,858,466
November	513,799	<i>537,297</i>	<i>1,724,337</i>	198,432	411,658	<i>128,515</i>	116,369	108,037	101,092	585,296	139,078	4,563,910
December	508,224	<i>560,621</i>	<i>1,711,797</i>	192,122	399,701	<i>132,464</i>	<i>107,376</i>	<i>110,263</i>	102,062	725,262	134,964	4,684,856
<b>Total</b>	6,615,922	6,703,922	20,875,144	2,516,586	4,897,198	1,674,055	1,434,619	1,332,822	1,181,285	7,871,852	1,760,905	56,864,310

Estimated figures due to adjustments shown in italics and adjusted figures due to counter malfunction rounded  
 Traffic counters down throughout parts of 2009 at Calhoun Street, Scudder Falls, Centre Bridge-Stockton, and Uhlertown-Frenchtown bridges. Data interpolated from 2008 and available 2009 volumes.



**Table 6 - 2010 Toll Supported Bridge Volumes**

Month	Lower Trenton	Calhoun Street <sup>1</sup>	Scudder Falls	Washington Crossing <sup>2</sup>	New Hope-Lambertville	Centre Bridge-Stockton	Unlertown-Frenchtown	Upper Black Eddy-Milford	Riegelsville <sup>3</sup>	Northampton Street	Riverton-Belvidere	Total
January	505,216	525,777	1,622,222	193,667	386,056	121,208	108,185	67,832	100,602	628,261	132,997	4,392,023
February	420,113	442,974	1,322,783	151,557	315,160	93,665	86,271	80,974	82,136	546,184	111,426	3,653,243
March	540,038	559,360	1,784,640	208,013	420,393	134,889	122,100	107,565	106,859	677,653	149,459	4,810,969
April	545,730	545,724	1,787,227	215,526	434,548	151,596	127,780	111,332	111,965	635,633	153,757	4,820,818
May	643,378	438,223	1,848,946	228,829	464,086	165,562	139,825	124,231	111,742	676,601	161,399	5,002,822
June	808,530	-	1,896,540	230,280	460,795	158,409	136,229	123,778	110,293	658,975	160,369	4,744,198
July	809,276	-	1,858,277	221,809	470,331	167,510	144,780	126,866	112,437	668,408	162,045	4,741,739
August	792,494	-	1,953,898	54,554	498,091	165,966	140,583	123,130	109,481	662,140	155,544	4,655,881
September	718,152	-	1,864,598	-	473,995	158,501	134,987	123,972	83,554	622,533	149,984	4,330,276
October	559,056	568,089	1,796,426	216,949	432,672	137,538	126,932	116,117	107,958	642,662	154,067	4,858,466
November	513,799	537,297	1,724,337	198,432	411,658	128,515	116,369	108,037	101,092	585,296	139,078	4,563,910
December	508,224	560,621	1,711,797	192,122	399,701	132,464	107,376	110,263	102,062	725,262	134,964	4,684,856
<b>Total</b>	7,364,006	4,178,065	21,171,691	2,111,738	5,167,486	1,715,823	1,491,417	1,324,097	1,240,181	7,729,608	1,765,089	55,259,201

Note Estimated figures due to adjustments shown in *italics*. Data interpolated from 2009 and available 2010 volumes.

<sup>1</sup> Calhoun Street TSB closed from 5-24-10 to 9-24-10 for rehabilitation under Contract Np. TS-442A. Counters not in service.

<sup>2</sup> Washington Crossing TSB closed from 8-9-10 to 9-24-10 for rehabilitation under Contract No. TS-447B. Counters not in service.

<sup>3</sup> Riegelsville TSB closed 8:00 PM Fri 9-17-10 to 7:00 AM Mon 9-20-10 under Contract No. TS-445A. Counters not in service.

<sup>4</sup> December data from 2009 and not adjusted.



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

class	2005 volume	2006 volume	2007 volume	2008 volume	2009 volume	2010 volume*	factor from 2010 to 2011	2011 base volume (projected)
1 - passenger car	6,588,111	6,805,085	6,396,032	6,107,545	6,295,506	6,722,961	1.065	7,159,953
2 - 2-axle truck	172,109	181,550	176,380	175,125	168,865	195,288	1.060	207,005
3 - 3-axle truck	74,247	78,038	83,143	85,360	65,994	73,742	1.045	77,061
4 - 4-axle truck	55,136	58,329	61,861	65,417	49,557	58,340	1.045	60,965
5 - 5-axle truck	185,618	194,518	178,566	171,432	144,868	163,309	1.045	170,658
6 - 6-axle truck	1,876	1,769	1,493	1,776	1,531	1,719	1.000	1,719
7 - 7-axle truck	132	136	39	33	27	31	1.000	31
8 - special permit	-	-	-	-	-	-	-	-
<b>total toll vehicles</b>	<b>7,077,229</b>	<b>7,319,425</b>	<b>6,897,514</b>	<b>6,606,688</b>	<b>6,726,348</b>	<b>7,215,390</b>	<b>1.064</b>	<b>7,677,392</b>

\*Reflects adjustment of 720,000 passenger cars diverted from the Calhoun Street Toll Supported Bridge and adjustment for significant drop in toll traffic during the February 2010 snow storm events.

class		2011 total volume toll (projected)	2011 revenue
1 - passenger car	\$	0.73	7,159,953 \$ 5,191,988.42
2 - 2-axle truck	\$	4.97	207,005 \$ 1,027,867.00
3 - 3-axle truck	\$	9.68	77,061 \$ 745,869.58
4 - 4-axle truck	\$	12.83	60,965 \$ 782,046.19
5 - 5-axle truck	\$	16.01	170,658 \$ 2,731,797.44
6 - 6-axle truck	\$	19.29	1,719 \$ 33,152.17
7 - 7-axle truck	\$	22.78	31 \$ 706.12
8 - special permit		Varies	0 \$ -
<b>Totals</b>		<b>7,677,392</b>	<b>\$10,513,426.92</b>



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

class	2005 volume	2006 volume	2007 volume	2008 volume	2009 volume	2010 volume*	factor from 2010 to 2011	2011 volume (projected)
1 - passenger car	1,700,215	1,720,641	1,894,591	1,758,949	1,853,211	1,845,550	1.000	1,845,550
2 - 2-axle truck	50,979	56,265	57,425	55,234	57,087	55,749	1.000	55,749
3 - 3-axle truck	26,248	31,139	28,569	24,051	19,705	19,758	0.990	19,560
4 - 4-axle truck	7,052	6,938	7,614	6,669	5,645	7,374	1.000	7,374
5 - 5-axle truck	26,682	26,910	28,473	25,391	25,843	25,922	1.005	26,051
6 - 6-axle truck	718	757	964	749	540	608	1.000	608
7 - 7-axle truck	48	52	50	23	42	45	1.000	45
8 - special permit	4	1	-	1	-	-	1.000	-
<b>total toll vehicles</b>	<b>1,811,946</b>	<b>1,842,703</b>	<b>2,017,686</b>	<b>1,871,067</b>	<b>1,962,073</b>	<b>1,955,004</b>	<b>1.000</b>	<b>1,954,937</b>

\*Reflects adjustment for significant drop in toll traffic during the February 2010 snow storm events.

class	toll	2011 volume (projected)	2011 revenue
1 - passenger car	\$ 0.71	1,845,550	\$ 1,310,057.36
2 - 2-axle truck	\$ 4.97	55,749	\$ 277,219.22
3 - 3-axle truck	\$ 9.69	19,560	\$ 189,477.56
4 - 4-axle truck	\$ 12.72	7,374	\$ 93,770.00
5 - 5-axle truck	\$ 16.04	26,051	\$ 417,834.68
6 - 6-axle truck	\$ 19.37	608	\$ 11,774.06
7 - 7-axle truck	\$ 24.24	45	\$ 1,090.64
8 - special permit	Varies	0	\$ -
<b>Totals</b>		<b>1,954,937</b>	<b>\$ 2,301,223.51</b>





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

class	2005 volume	2006 volume	2007 volume	2008 volume	2009 volume	2010 volume*	factor from 2010 to 2011	2011 base volume (projected)	Diverted from Upper Black Eddy-Milford**
1 - passenger car	7,226,070	7,605,954	7,821,489	7,559,187	7,791,397	8,087,632	1.038	8,394,962	50,000
2 - 2-axle truck	231,076	236,629	235,204	230,345	216,745	214,142	0.980	209,859	-
3 - 3-axle truck	99,176	104,217	106,916	103,599	94,012	99,974	1.000	99,974	-
4 - 4-axle truck	119,102	127,958	124,799	116,043	105,485	125,531	1.040	130,552	-
5 - 5-axle truck	1,922,988	1,943,206	1,877,951	1,831,467	1,737,739	1,795,827	1.020	1,831,744	-
6 - 6-axle truck	38,604	41,381	42,808	49,371	45,027	48,331	1.030	49,781	-
7 - 7-axle truck	1,420	1,485	1,123	1,379	1,195	2,816	1.000	2,816	-
8 - special permit	12	8	9	8	10	6	1.000	6	-
<b>total toll vehicles</b>	<b>9,638,448</b>	<b>10,060,838</b>	<b>10,210,299</b>	<b>9,891,399</b>	<b>9,991,610</b>	<b>10,374,259</b>	<b>1.033</b>	<b>10,719,694</b>	<b>50,000</b>

\*Reflects adjustment for significant drop in toll traffic during the February 2010 snow storm events.  
 \*\*Assumes 50,000 vehicles will divert to the I-78 Toll Bridge during the closure of the Upper Black Eddy-Milford Toll Supported Bridge from January 2011 to May 2011.

class		2011 total volume toll	2011 revenue (projected)
1 - passenger car	\$	0.72	8,444,962 \$ 6,094,347.68
2 - 2-axle truck	\$	4.96	209,859 \$ 1,040,248.98
3 - 3-axle truck	\$	9.62	99,974 \$ 961,445.56
4 - 4-axle truck	\$	12.64	130,552 \$ 1,649,933.11
5 - 5-axle truck	\$	15.95	1,831,744 \$ 29,216,092.74
6 - 6-axle truck	\$	18.88	49,781 \$ 939,930.85
7 - 7-axle truck	\$	23.26	2,816 \$ 65,513.31
8 - special permit		Varies	6 \$ -
<b>Totals</b>		<b>10,769,694</b>	<b>\$ 39,967,512.22</b>



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

class	2005 volume	2006 volume	2007 volume	2008 volume	2009 volume	2010 volume*	factor from 2010 to 2011	2011 base volume (projected)
1 - passenger car	5,690,754	5,702,051	5,742,513	5,925,210	5,755,012	5,862,390	1.019	5,973,775
2 - 2-axle truck	173,094	168,505	164,859	159,893	146,489	151,376	1.000	151,376
3 - 3-axle truck	64,105	64,531	59,599	61,563	48,270	48,022	0.992	47,638
4 - 4-axle truck	42,727	48,881	60,400	60,317	54,877	39,880	0.980	39,083
5 - 5-axle truck	263,496	250,482	210,038	215,992	207,313	187,880	0.980	184,122
6 - 6-axle truck	5,826	6,699	3,351	3,055	2,425	2,400	1.000	2,400
7 - 7-axle truck	252	177	113	71	61	45	1.000	45
8 - special permit	-	-	-	-	-	-	1.000	-
<b>total toll vehicles</b>	<b>6,240,254</b>	<b>6,241,326</b>	<b>6,240,873</b>	<b>6,426,101</b>	<b>6,214,447</b>	<b>6,291,993</b>	<b>1.017</b>	<b>6,398,439</b>

\*Reflects adjustment for significant drop in toll traffic during the February 2010 snow storm events.

class		2011 total volume toll (projected)	2011 revenue
1 - passenger car	\$	0.72	5,973,775 \$ 4,294,241.65
2 - 2-axle truck	\$	4.97	151,376 \$ 752,880.33
3 - 3-axle truck	\$	9.63	47,638 \$ 458,835.55
4 - 4-axle truck	\$	12.83	39,083 \$ 501,363.32
5 - 5-axle truck	\$	16.03	184,122 \$ 2,951,825.37
6 - 6-axle truck	\$	19.30	2,400 \$ 46,318.36
7 - 7-axle truck	\$	22.78	45 \$ 1,024.91
8 - special permit		Varies	0 \$ -
<b>Totals</b>		<b>6,398,439</b>	<b>\$ 9,006,489.49</b>



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

class	2005 volume	2006 volume	2007 volume	2008 volume	2009 volume	2010 volume*	factor from 2010 to 2011	2011 volume (projected)
1 - passenger car	1,217,782	1,221,400	1,365,195	1,274,654	1,242,931	1,291,243	1.039	1,341,602
2 - 2-axle truck	29,958	30,743	30,772	29,250	28,857	29,964	1.030	30,863
3 - 3-axle truck	10,874	10,287	12,364	12,887	9,132	11,139	1.030	11,474
4 - 4-axle truck	6,780	8,645	7,980	8,791	9,403	11,788	1.030	12,141
5 - 5-axle truck	34,076	34,464	33,480	32,306	29,159	32,533	1.010	32,858
6 - 6-axle truck	705	589	475	295	255	331	1.000	331
7 - 7-axle truck	12	13	9	12	45	11	1.000	11
8 - special permit	-	-	-	-	-	-	1.000	-
<b>total toll vehicles</b>	<b>1,300,187</b>	<b>1,306,141</b>	<b>1,450,275</b>	<b>1,358,195</b>	<b>1,319,782</b>	<b>1,377,010</b>	<b>1.038</b>	<b>1,429,280</b>

\*Reflects adjustment for significant drop in toll traffic during the February 2010 snow storm events and adjustment of 50,000 passenger vehicles diverted from the Delaware Water Gap (Interstate-80) Toll Bridge to the Portland-Columbia Toll Bridge.

class	toll	2011 volume (projected)	2011 revenue
1 - passenger car	\$ 0.71	1,341,602	\$ 953,574.86
2 - 2-axle truck	\$ 4.97	30,863	\$ 153,239.26
3 - 3-axle truck	\$ 9.72	11,474	\$ 111,544.33
4 - 4-axle truck	\$ 12.96	12,141	\$ 157,309.01
5 - 5-axle truck	\$ 16.12	32,858	\$ 529,566.00
6 - 6-axle truck	\$ 19.45	331	\$ 6,438.60
7 - 7-axle truck	\$ 24.14	11	\$ 265.57
8 - special permit	Varies	0	\$ -
<b>Totals</b>		<b>1,429,280</b>	<b>\$ 1,911,937.63</b>



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

class	2005 volume	2006 volume	2007 volume	2008 volume	2009 volume	2010 volume*	factor from 2010 to 2011	2011 volume (projected)
1 - passenger car	8,493,107	8,590,643	8,501,039	8,290,964	8,389,765	8,419,244	1.008	8,486,598
2 - 2-axle truck	161,724	162,397	162,971	153,827	146,366	151,767	1.003	152,222
3 - 3-axle truck	95,818	95,676	96,380	92,137	85,801	91,057	1.003	91,331
4 - 4-axle truck	63,106	63,265	67,828	62,497	49,796	52,423	1.003	52,580
5 - 5-axle truck	1,120,941	1,124,054	1,175,507	1,090,089	1,026,829	1,023,714	1.000	1,023,714
6 - 6-axle truck	20,884	19,712	23,663	24,637	20,928	26,490	1.010	26,755
7 - 7-axle truck	1,246	1,376	1,104	1,036	736	871	1.000	871
8 - special permit	64	42	38	49	32	34	1.000	34
total toll vehicles	9,956,890	10,057,165	10,028,530	9,715,236	9,720,253	9,765,600	1.007	9,834,105

\*Reflects adjustment for significant drop in toll traffic during the February 2010 snow storm events and adjustment of 50,000 passenger vehicles diverted from the Delaware Water Gap (Interstate-80) Toll Bridge to the Portland-Columbia Toll Bridge.

class	toll	2011 volume (projected)	2011 revenue
1 - passenger car	\$ 0.72	8,486,598	\$ 6,134,983.58
2 - 2-axle truck	\$ 4.95	152,222	\$ 754,189.46
3 - 3-axle truck	\$ 9.60	91,331	\$ 876,574.62
4 - 4-axle truck	\$ 12.66	52,580	\$ 665,543.58
5 - 5-axle truck	\$ 15.96	1,023,714	\$ 16,342,790.70
6 - 6-axle truck	\$ 18.98	26,755	\$ 507,794.71
7 - 7-axle truck	\$ 25.75	871	\$ 22,429.52
8 - special permit	Varies	34	\$ -
<b>Totals</b>		<b>9,834,105</b>	<b>\$25,304,306.17</b>



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

class	2005 volume	2006 volume	2007 volume	2008 volume	2009 volume	2010 volume*	factor from 2010 to 2011	2011 volume (projected)
1 - passenger car	1,300,872	1,303,872	1,310,047	1,265,773	1,257,986	1,286,147	1.022	1,314,442
2 - 2-axle truck	23,234	24,278	26,171	26,692	22,466	22,339	0.996	22,249
3 - 3-axle truck	5,244	5,228	4,545	4,486	3,645	3,275	0.996	3,262
4 - 4-axle truck	1,887	1,946	2,011	1,569	1,475	1,563	1.000	1,563
5 - 5-axle truck	10,014	9,380	8,921	8,917	7,466	7,016	0.996	6,988
6 - 6-axle truck	99	78	85	129	93	84	1.000	84
7 - 7-axle truck	24	18	11	8	8	8	1.000	8
8 - special permit	-	-	-	-	-	-	1.000	-
<b>total toll vehicles</b>	<b>1,341,374</b>	<b>1,344,800</b>	<b>1,351,791</b>	<b>1,307,574</b>	<b>1,293,139</b>	<b>1,320,432</b>	<b>1.021</b>	<b>1,348,596</b>

\*Reflects adjustment for significant drop in toll traffic during the February 2010 snow storm events.

class	toll	2011 volume (projected)	2011 revenue
1 - passenger car	\$ 0.73	1,314,442	\$ 953,158.16
2 - 2-axle truck	\$ 5.00	22,249	\$ 111,245.00
3 - 3-axle truck	\$ 9.75	3,262	\$ 31,804.50
4 - 4-axle truck	\$ 13.00	1,563	\$ 20,319.00
5 - 5-axle truck	\$ 16.25	6,988	\$ 113,555.00
6 - 6-axle truck	\$ 19.50	84	\$ 1,638.00
7 - 7-axle truck	\$ 22.75	8	\$ 182.00
8 - special permit	Varies	0	\$ -
<b>Totals</b>		<b>1,348,596</b>	<b>\$ 1,231,901.66</b>



**Table 14: Volume and Revenue Comparison -- 2010 to 2011**

Revenue Summary by Bridge/District		2010 Volumes*	2010 Revenues	2011 Volume (Projected)**	2011 Toll Revenue (Projected)	Change in Volume Actual 2010 vs. 2011 Projected		Change in Revenue Actual 2010 Existing Toll Structure	
						vehicles	percent	dollars	percent
District									
1	Trenton-Morrisville	7,215,390	\$ 10,356,990.12	7,677,392	\$ 10,513,426.92	462,002	6.40%	\$ 156,436.80	1.51%
1	New Hope-Lambertville	1,955,004	\$ 2,282,093.19	1,954,937	\$ 2,301,223.51	-67	0.00%	\$ 19,130.32	0.84%
2	Interstate 78	10,374,259	\$ 38,974,032.52	10,769,694	\$ 39,967,512.22	395,435	3.81%	\$ 993,479.70	2.55%
2	Easton-Phillipsburg	6,291,993	\$ 8,861,051.51	6,398,439	\$ 9,006,489.49	106,446	1.69%	\$ 145,437.98	1.64%
3	Portland-Columbia	1,377,010	\$ 1,882,638.47	1,429,280	\$ 1,911,937.63	52,270	3.80%	\$ 29,299.16	1.56%
3	Delaware Water Gap	9,765,600	\$ 25,068,820.56	9,834,105	\$ 25,304,306.17	68,505	0.70%	\$ 235,485.61	0.94%
3	Milford-Montague	1,320,432	\$ 1,194,886.54	1,348,596	\$ 1,231,901.66	28,164	2.13%	\$ 37,015.12	3.10%
Total		38,299,688	\$ 88,620,512.91	39,412,443	\$ 90,236,797.60	1,112,755	2.91%	\$ 1,616,284.69	1.82%
* 2010 volumes reflect the following adjustments:									
- 720,000 passenger cars diverted from the Calhoun Street Toll Supported Bridge to the Trenton-Morrisville Toll Bridge.									
- 392,500 vehicles for significant drop in toll traffic during the February 2010 snow storm events.									
- 50,000 passenger cars diverted from the Delaware Water Gap (Interstate-80) Toll Bridge to the Portland-Columbia Toll Bridge.									
** Estimated 2011 volumes and revenues reflect 50,000 cars being diverted from the Upper Black Eddy-Milford Toll Supported Bridge to the Interstate 78 Toll Bridge.									





**Table 15: Actual Revenue and Expenditures for 2010**

District	Bridge	2010 Volume*	2010 Revenue
1	Trenton-Morrisville	7,215,390	\$ 10,356,990.12
1	New Hope-Lambertville	1,955,004	\$ 2,282,093.19
2	Interstate 78	10,374,259	\$ 38,974,032.52
2	Easton-Phillipsburg	6,291,993	\$ 8,861,051.51
3	Portland-Columbia	1,377,010	\$ 1,882,638.47
3	Delaware Water Gap	9,765,600	\$ 25,068,820.56
3	Milford-Montague	<u>1,320,432</u>	<u>\$ 1,194,886.54</u>
	Total	38,299,688	\$ 88,620,512.91
	Total Toll Revenue	(From above)	\$ 88,620,512.91
	E-ZPass Service Fees		\$ 743,091.00
	Interest Income		\$ 2,647,103.00
	Other Income		<u>\$ 213,833.00</u>
	1. Total Revenue - 2010		\$ 92,224,539.91
	2. Operating Expenses - 2010		<u>\$ 44,158,211.00</u>
	3. Net Revenue	(Line 1 - Line 2)	\$ 48,066,328.91
	4. Annual Debt Service		\$ 33,341,555.00
	5. 130% of Annual Debt Service		\$ 43,344,021.50
	6. Calculated Debt	(Line 3 / Line 4)	1.44
	Service Coverage Ratio		
<p>Therefore, the requirement that the Debt Service Coverage Ratio be not less than 1.30 of the Annual Debt Service has been met, satisfying the requirements of the current Commission's Bond Indenture, Section 501(a)(1).</p>			
<p>* 2010 volumes reflect the following adjustments:</p> <ul style="list-style-type: none"> <li>- 720,000 passenger cars diverted from the Calhoun Street Toll Supported Bridge to the Trenton-Morrisville Toll Bridge.</li> <li>- 392,000 vehicles for significant drop in toll traffic during the February 2010 snow storm events.</li> <li>- 50,000 passenger cars diverted from the Delaware Water Gap (Interstate-80) Toll Bridge to the Portland-Columbia Toll Bridge.</li> </ul>			



**Table 16: Projected Revenue and Expenditures for 2011**

District	Bridge	2011 Volume	2011 Revenue
1	Trenton-Morrisville	7,677,392	\$ 10,513,426.92
1	New Hope-Lambertville	1,954,937	\$ 2,301,223.51
2	Interstate 78	10,769,694	\$ 39,967,512.22
2	Easton-Phillipsburg	6,398,439	\$ 9,006,489.49
3	Portland-Columbia	1,429,280	\$ 1,911,937.63
3	Delaware Water Gap	9,834,105	\$ 25,304,306.17
3	Milford-Montague	<u>1,348,596</u>	<u>\$ 1,231,901.66</u>
Total		39,412,443	\$ 90,236,797.60
Total Toll Revenue		(From above)	\$ 90,236,797.60
E-ZPass Service Fee Estimate		(Estimated)	\$ 756,000.00
Interest Income		(2011 Budgeted)	\$ 996,000.00
Other Income		(2011 Budgeted)	<u>\$ 401,000.00</u>
1. Total Projected Revenue - 2011			\$ 92,389,797.60
2. Operating Expenses - 2011		(2011 Budgeted)	<u>\$ 47,404,408.00</u>
3. Net Revenue			\$ 44,985,389.60
4. Annual Debt Service		(2011 Budgeted)	\$ 33,885,785.00
5. 130% of Annual Debt Service			\$ 44,051,520.50
6. Calculated Debt Service Coverage Ratio		(Line 3 / Line 4)	1.33
<p>Therefore, the requirement that the Debt Service Coverage Ratio be not less than 1.30 of the Annual Debt Service has been met, satisfying the requirements of the current Commission's Bond Indenture, Section 501(a)(1).</p>			