
2015 TRAFFIC ENGINEERING REPORT

Year 2016 Toll Bridge Traffic Volume And Revenue Projections Retainer Agreement C-686A



Delaware River
Joint Toll Bridge
Commission

Submitted to:

Delaware River Joint Toll Bridge Commission

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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 2016 revenues will be sufficient 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; plus (2) the amount of any Short-Term Indebtedness outstanding pursuant to Section 703(a)(2); plus (3) the amount of Net Revenues in excess of the sum of the amounts set forth in clauses (1) and (2), together with Other Revenues pledged to the payment of Subordinated Indebtedness, shall be sufficient to pay the Annual Debt Service for any Subordinated Indebtedness."

The Commission has adopted a resolution to maintain a minimum Debt Service Coverage Ratio of 1.50.

Anticipated revenues for 2016 were calculated by applying the current toll structure to the projected 2016 volumes for each vehicle type on the seven (7) toll bridges under the jurisdiction of the Commission.

Table 22 lists the projected revenues and expenditures for the year 2016. The sum of year 2016 projected toll bridge revenues is \$130,738,693.96, the Net Revenue is \$69,265,712.96, and the Annual Debt Service is \$29,080,420.00. Comparing the Net Revenue to the Annual Debt Service, the Net Revenue is 238% of the Annual Debt Service (Debt Service Coverage Ratio of 2.38), 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 2016. 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 the year 2016 projected toll revenues will be sufficient 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; plus (2) the amount of any Short-Term Indebtedness outstanding pursuant to Section 703(a)(2); plus (3) the amount of Net Revenues in excess of the sum of the amounts set forth in clauses (1) and (2), together with Other Revenues pledged to the payment of Subordinated Indebtedness, shall be sufficient to pay the Annual Debt Service for any

subordinated indebtedness.”

The year 2016 projected Net Revenue is 238% of the Annual Debt Service (Debt Service Coverage Ratio of 2.38), which satisfies the requirements of the Commission’s Bond Indenture Section 501(a)(1).

METHODOLOGY

To project traffic volumes on the toll bridges for the year 2016, the following were 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.

YEAR 2016 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, Sussex, and Warren counties in New Jersey) were contacted to request information regarding any large developments that could have a major effect on toll bridge volumes during the year 2016. While several development projects are underway, only a few major projects are expected to open/expand/contract during the 2016 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 2016.

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

No major developments are proposed in Bucks County, Pennsylvania and Southern Hunterdon County, New Jersey for 2016. In 2014, The Township of Ewing completed a redevelopment plan for 2 former General Motors sites in Mercer County but no further action was announced for this site in 2015. In 2014, Bristol Myers Squibb announced plans to expand their campus to sites at I-295 and CR 583 in Lawrence Township but no further announcements were issued in 2015.

District 2 (I-78, Easton-Phillipsburg)

No major developments are proposed in Northampton County, Pennsylvania and Northern Hunterdon and Warren Counties in New Jersey for 2016.

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

No major developments are proposed in Monroe and Pike Counties in Pennsylvania and Northern Warren and Sussex Counties in New Jersey for 2016.

RECENT ROADWAY CONSTRUCTION PROJECTS

Pennoni coordinated with the Commission, County planning/engineering offices, and the Departments of Transportation to identify 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:

2015 Roadway Construction Projects

- ☑ Long term lane restrictions were completed in December 2014 for the Easton-Phillipsburg (Route 22) Toll Bridge Rehabilitation Project but short term, off-peak travel restrictions occurred until spring 2015. These did not involve significant changes to traffic patterns and therefore no adjustments have been applied to 2015 traffic volumes for this project.
- ☑ Interim deck repairs were made on the Scudder Falls Toll Supported Bridge from July to August 2015. The project was completed utilizing lane closures during off-peak hours. Therefore, no adjustments have been applied to 2015 traffic volumes for this project.
- ☑ Multi-phased construction began in late 2010 on the PA Turnpike (I-276) and I-95 Interchange in Bristol. The first phase of the interchange project consists of ten construction projects, which will continue through 2018. Section B1 (Mainline Toll Plaza in Bensalem), which was started in late June 2013, is still ongoing. Section D10 (East Turnpike Widening) was started in September 2014 and will continue through 2017. These projects did not involve significant changes to traffic patterns in 2015 and therefore, no adjustments have been applied to 2015 traffic volumes for this project.
- ☑ The project to repair/rehabilitate all of the Commission's approach roadways to the Portland-Columbia Toll Bridge, including drainage, concrete replacement and repair, and paving was completed in 2015. Since traffic volumes on this bridge are relatively low, it was anticipated that volumes on this bridge would not change significantly. Therefore, no adjustments have been applied to 2015 traffic volumes for this project.
- ☑ The project to repair/rehabilitate the Commission's approach roadways for the Lower Trenton Toll Supported Bridge was conducted from March to September 2015 using daily lane restrictions and occasional ramp and side street detours. This project had minimal impact on peak period traffic patterns and therefore no adjustments have been applied to 2015 traffic volumes for this project.
- ☑ PennDOT began work on the RT 611 Bridge just north of Commission property in Easton, PA in April 2015. During construction, the RT 611 Bridge is reduced to half width with alternating traffic. This bridge replacement is estimated to be completed by August 2016. This project is not expected to significantly alter traffic volumes on the toll bridges. Therefore, no adjustments have been applied to 2015 or projected 2016 traffic volumes for this project.
- ☑ In Bucks County, Route 13 is undergoing surface enhancements in Bensalem and Bristol Townships. This project is expected to be completed in 2016. This project does not significantly alter traffic volumes on the toll bridges. As such, no adjustments have been applied to 2015 or projected 2016 traffic volumes for this project.
- ☑ Pennsylvania Route 611 is undergoing construction in Bucks County at the bridge over Cooks Creek in Durham Township. The bridge replacement is estimated to be completed in December 2017. This project is not expected to significantly alter traffic volumes on the toll bridges. As such, no adjustments have been applied to 2015 or projected 2016 traffic volumes for this project.

2015 Travel Alerts

- ☑ Several road closures were implemented in Trenton on Saturday, November 7, 2015 for a half-marathon. All access roads for the Lower Trenton Toll Supported Bridge and the Calhoun Street Bridge were closed between 7 am and 12:30 pm. *It is estimated that 4,715 passenger cars were diverted to the Trenton-Morrisville Toll Bridge during this closure.*

2016 Roadway Construction Projects

- ☑ Multi-phased construction began in late 2010 on a new PA Turnpike (I-276) and I-95 Interchange in Bristol. The first phase of the interchange project consists of ten construction contracts, which will continue through 2017. Prior to 2014, seven contracts have been completed. Section B1 (mainline toll plaza in Bensalem) started in 2013 and is expected to continue through 2016. Section D10/E (Turnpike/I 95 Interchange/East Turnpike widening to Delaware River Bridge) started in 2014 and will continue through 2016. These sections are not anticipated to involve significant changes to traffic patterns in 2016 and therefore, no adjustments were applied to projected 2016 traffic volumes.
- ☑ S.R. 2001 is undergoing a full reconstruction between the unincorporated communities of Bushkill, in southern Pike County and Dingmans Ferry, near the privately owned and tolled Dingmans Ferry Bridge. The reconstruction of 13.6 miles of roadway will take place through 2020. No traffic is expected to be diverted from the Delaware Water Gap or the Milford-Montague Toll Bridges and therefore, no adjustments were applied to projected 2016 traffic volumes.
- ☑ Route 412 is currently being widened from I-78 north to the Sands Casino to ease congestion and aid access. The project was started in 2012 and has an estimated completion of 2016. This project is not expected to significantly alter traffic volumes on the toll bridges. As such, no adjustments have been applied to projected 2016 traffic volumes.
- ☑ In Monroe County, I-80 Roadway Improvements are being constructed between Eastburg and Bartonsville. The project is expected to be completed in 2016 and includes the addition of 2 lanes, which will result in a total of 3 travel lanes in each direction throughout the roadway segment. The project has been in construction since 2013 and no significant diversions were identified. As such, no adjustments have been applied to projected 2016 traffic volumes as a result of this project.
- ☑ Improvements to the Milford-Matamoras section of I-84 will be finishing in the spring of 2016. Work requiring long-term closures and affecting the I-84 Bridge over the Delaware River was completed in 2015. The remaining work on I-84 will take place from mile marker 34 to mile marker 40 and is not anticipated to affect traffic volumes over the nearby toll bridge. As such, no adjustments have been applied to projected 2016 traffic volumes.
- ☑ The project to repair/rehabilitate the Commission's approach roadways for the Centre Bridge-Stockton Toll Supported Bridge is scheduled for 2016. It is not anticipated that this work will result in a diversion of traffic to a toll bridge. Therefore, no adjustments have been applied to projected 2016 traffic volumes.
- ☑ A project to conduct critical member strengthening for the Riverton-Belvidere Toll Supported Bridge is scheduled for 2016. Since traffic volumes on this bridge are low and there is no near-by toll bridge handling potentially diverted traffic, no adjustments have been applied to

projected 2016 traffic volumes.

- ☑ A project to conduct priority repairs on the Washington Crossing Toll Supported Bridge is scheduled for 2016. Since traffic volumes on this bridge are low and there is no near-by toll bridge handling potentially diverted traffic, no adjustments have been applied to projected 2016 traffic volumes.
- ☑ The project to replace the approach slab of the I-78 Toll Bridge is scheduled to start in 2016. It is anticipated that the project will be completed utilizing staged construction and single lane closures during off-peak hours. As such, significant diversions are not anticipated and no adjustments have been applied to projected 2016 traffic volumes.
- ☑ A project to replace the three attenuators on the I-78 Toll Bridge is expected to start in 2016. It is anticipated that the project will be completed utilizing staged construction and single lane closures during off-peak hours. As such, significant diversions are not anticipated and no adjustments have been applied projected 2016 traffic volumes.

HISTORICAL TRAFFIC VOLUMES

The Commission provided historical traffic volume information for the eleven (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 2010 to 2015 were used.

Monthly traffic volume data for the toll supported bridges is summarized from 2010 to 2015 in Tables 1 through 6. Where volume data was not available, traffic volumes were estimated and are shown in red. 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 over 21 million vehicles per year, which converts to an average annual daily traffic volume (AADT) of approximately 57,500 vehicles. Volumes on the Scudder Falls Bridge have remained relatively constant for several years. The Lower Trenton, Calhoun Street, New Hope-Lambertville and Northampton Street Toll Supported Bridges each carry between 4.9 and 7.3 million vehicles per year. The remaining toll supported bridges generally carry from 1.2 to 2.7 million vehicles per year.

At the toll supported bridges, there are minor fluctuations in volumes from year to year. The 2015 volumes indicate that the total number of vehicles using the toll supported bridges has increased 2.2% over the past six years for an average of approximately 0.36% per year. The average rate of change for the last six (6) years at the individual toll supported bridges ranges from -3.4% per year to +4.3% per year.

Reviewing information from the seven (7) toll bridges under the jurisdiction of the Commission during 2015, we found that the Interstate 78 and Delaware Water Gap (Interstate 80) Toll Bridges carry the largest traffic volumes (11.8 and 9.5 million toll paying westbound vehicles per year, respectively). Trenton-Morrisville (US Route 1) and Easton-Phillipsburg carry 8.6 and 5.2 million toll paying (westbound) vehicles per year, respectively. The remaining three (3) toll bridges carry between 1.2 million and 2.0 million toll paying (westbound) vehicles per year. Traffic volume data for the toll bridges is summarized from 2010 to 2015 by vehicular class in Tables 7 through 12. Traffic volume data for the toll bridges and toll-supported bridges

(westbound direction) is graphically summarized on Figure 10 for last seven (7) years.

Passenger vehicles represent approximately 86 percent of the westbound toll vehicles on the seven (7) toll bridges during 2015. Five (5) axle tractor-trailers continue to be the most common truck type, representing approximately 9 percent of vehicles crossing toll bridges during 2015. Two (2) axle trucks represent the next largest portion of trucks at 2 percent. The auto volume percentages remained relatively consistent for the past four years and rose by 1.3 million in 2015. Traffic volume data for passenger vehicles and trucks is graphically summarized on Figures 11 and 12 respectively for the last seven (7) years.

YEAR 2016 TRAFFIC VOLUME AND TOLL REVENUE PROJECTIONS

To develop updated traffic projections, adjustments were applied to the raw 2015 traffic data to account for significant decreases or increases in toll volumes attributable to the construction projects and events that occurred in 2015 (as described above).

Snow Events: From January to March, 2015 there were eleven (11) separate snow events in which snowfall ranged from less than 1 inch to as much as 11 inches. Districts 1 and 2 (Trenton-Morrisville Bridge, New Hope-Lambertville Bridge, Interstate 78 Bridge, and Easton-Phillipsburg Bridge) experienced the most severe snow events. The snow events were identified from information obtained from the National Weather Service. The 2015 snow adjustment factors were calculated using comparable 2015 daily traffic on affected bridges during non-snow events and calibrated based on the average snow adjustments from the previous 5 years. It is estimated that the seven (7) toll bridges experienced a loss of approximately 154,938 toll vehicles due to various snow events in 2015.

Half Marathon (November 7th, 2015): Trenton-Morrisville Toll Bridge gained an estimated 4,715 westbound passenger cars from the Lower Trenton Toll Supported Bridge during road closures implemented for a half-marathon on November 7th, 2015.

The following table summarizes changes in toll traffic due to various events in 2015:

District/Bridge		2015 Westbound Toll Volumes	Snow Events		Nov. Half Marathon	Total	
			Gain/Loss	%		Gain/Loss	%
1	Trenton-Morrisville	8,627,539	(25,063)	0.29	4,715	(29,778)	0.35
1	New Hope-Lambertville	1,963,575	(8,253)	0.42	0	(8,253)	0.42
2	Interstate 78	11,737,115	(39,568)	0.34	0	(39,568)	0.34
2	Easton-Phillipsburg	5,232,788	(32,759)	0.63	0	(32,759)	0.63
3	Portland-Columbia	1,245,182	(5,170)	0.42	0	(5,170)	0.42
3	Delaware Water Gap (I-80)	9,518,410	(38,714)	0.41	0	(38,714)	0.41
3	Milford-Montague	1,318,878	(5,411)	0.41	0	(5,411)	0.41
Total		39,643,487	(154,938)	0.39	4,715	(159,653)	0.40

Figure 10: Westbound Bridge Volumes

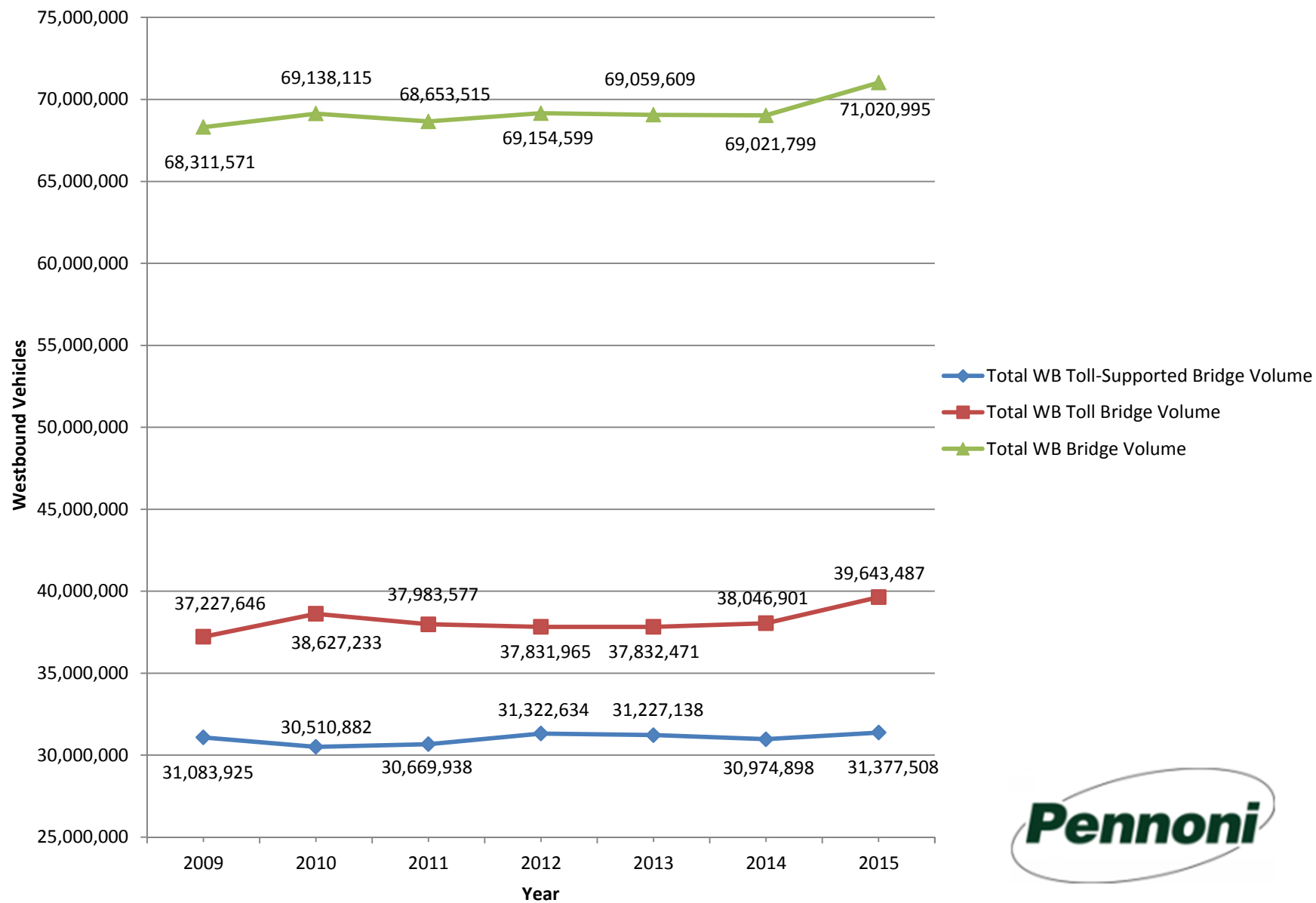


Figure 11: Total DRJTBC WB Toll Bridge Volume

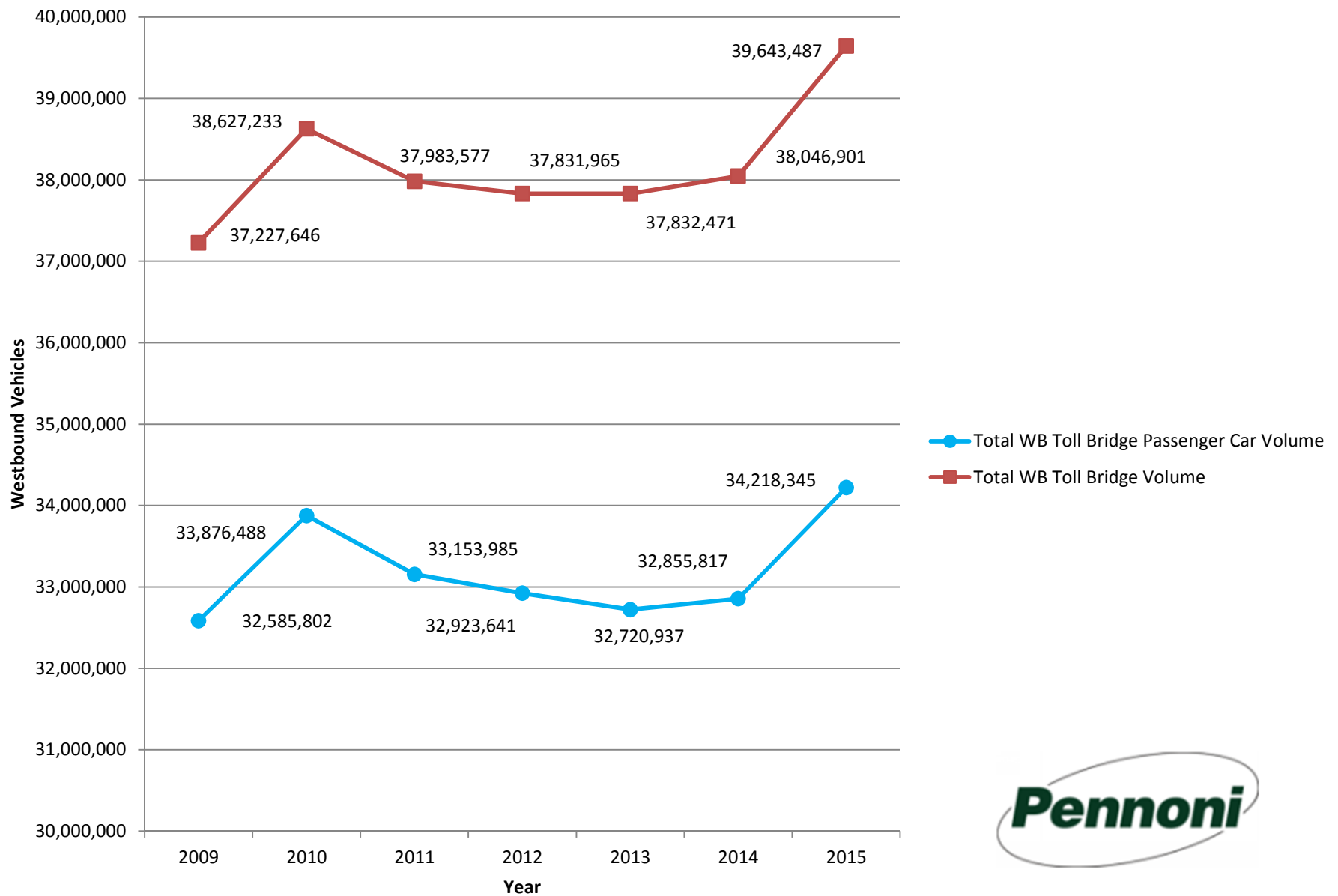
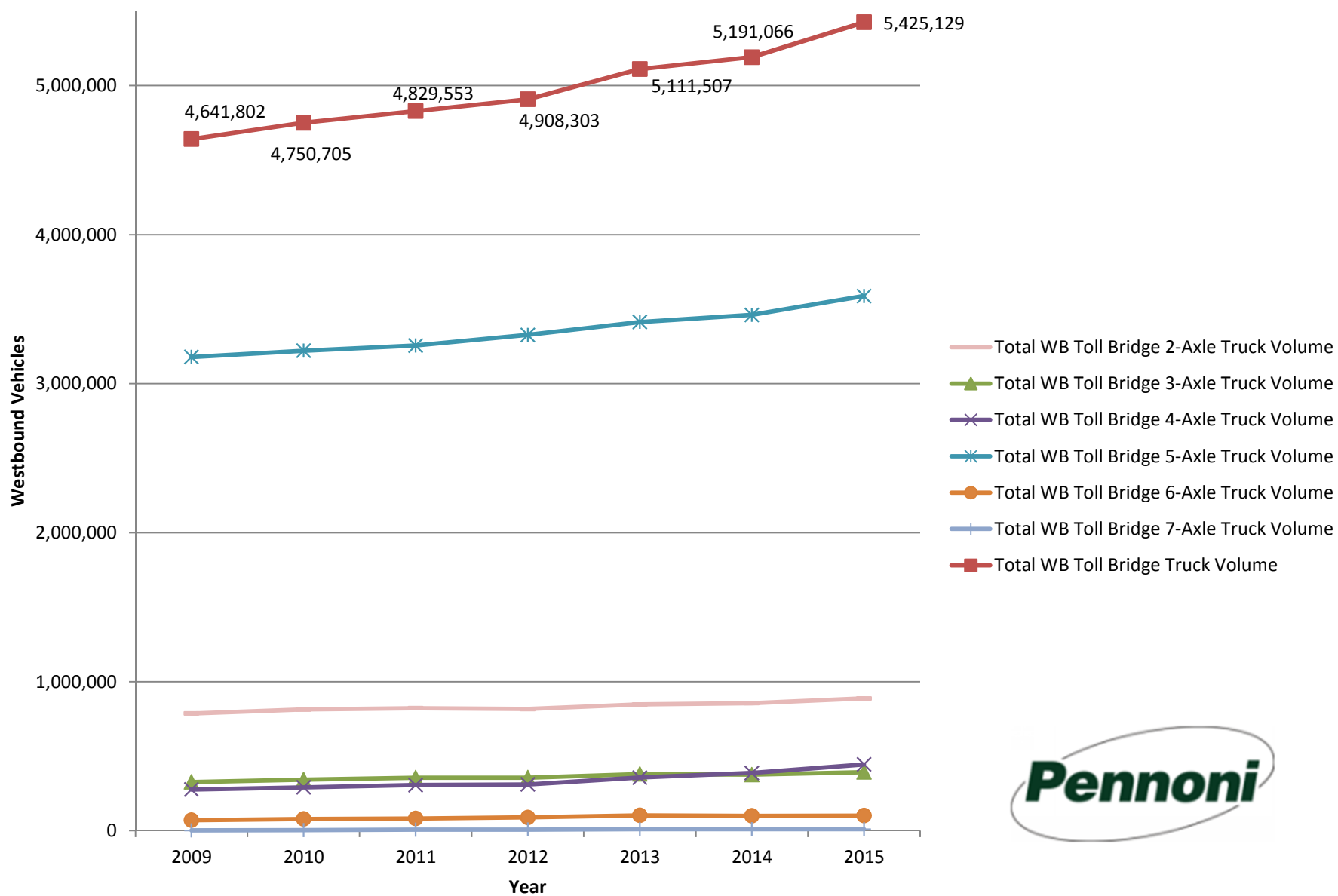


Figure 12: Total DRJTBC WB Toll Bridge Truck Volumes



Tables 13 through 19 summarize 2016 volume and revenue projections for the seven (7) toll bridges. Eight-year toll volume growth trends at each toll bridge are illustrated graphically in Figures 13A/B to 19A/B. The volumes summarized in these tables and figures include adjustments for construction projects or significant weather events.

The adjusted toll volumes from 2010 through 2015 show a general trend of westbound toll volumes increasing at a relatively steady rate. All toll bridges experienced an overall growth in traffic volumes in 2015 with the exception of the New Hope-Lambertville and Easton-Phillipsburg Toll Bridges. There were declines in overall westbound toll volumes of less than 0.6% from 2011 to 2013 followed by an increase of approximately 5% over the last 2 years resulting in an overall increase of 3.9% over the last 5 years. From 2011 to 2013, the total toll (westbound) volumes on the Portland-Columbia and Delaware Water Gap (I-80) Toll Bridges declined, reaching seven-year lows in 2013. In 2014 the total volumes on the two toll bridges stabilized, and have begun to recover in 2015, primarily due to a 35% increase in trucks on the Portland-Columbia Bridge and a 10% increase in trucks on the Delaware Water Gap (I-80) Bridge over the past 2 years. From 2010 to 2012, toll volumes on the Milford-Montague Toll Bridge, the New Hope-Lambertville Toll Bridge, and the Easton-Phillipsburg Toll Bridge all experienced declines. In 2013 and 2014 the toll volumes on the Milford-Montague Toll Bridge and the New Hope-Lambertville Toll Bridge experienced recoveries. The toll volumes on the Easton-Phillipsburg Toll Bridge continued to decline in 2013 and stabilized in 2014. In 2015, the Milford-Montague Toll Bridge has continued to recover and reached a seven year high, while the New Hope-Lambertville Toll Bridge has stabilized and Easton-Phillipsburg Toll Bridge has continued to decline. Toll volumes on the Trenton-Morrisville Toll Bridge have consistently grown since the recession in 2008, reaching an eight year high in 2015. The Interstate 78 Toll Bridge, which had also seen consistent growth since the recession in 2008, has continued to grow in 2015.

Based on an evaluation of the toll volume history at each of the bridges, as characterized above, a growth factor (greater than 1.0 for growth and less than 1.0 for decline) was applied to adjusted 2015 toll volumes for each vehicle type on each toll bridge to project the year 2016 volumes. Short term (last 3 years) and long term (last 7 years) growth patterns were taken into account in developing the growth factors. Moderate growth (1.88%) is expected in total toll volumes from 2015 to 2016, with total passenger car toll volumes projected to grow by 1.75% and total truck toll volumes projected to grow by 2.69%.

During 2016, planned construction projects are not expected to significantly divert motorists from their usual routes. Therefore, the 2016 volume projections do not reflect any adjustment for construction.

The following toll structures were applied to the projected 2016 traffic volumes to determine the projected 2016 revenue for each toll bridge:

<u>Vehicle Type</u>	<u>Toll Structure</u>	
	Cash/Casual E-ZPass	Discount E-ZPass
Passenger Vehicles	\$ 1.00	\$ 0.60
2-Axle Trucks	\$ 6.50	\$ 5.85
3-Axle Trucks	\$ 12.00	\$ 10.80
4-Axle Trucks	\$ 16.00	\$ 14.40
5-Axle Trucks	\$ 20.00	\$ 18.00
6-Axle Trucks	\$ 24.00	\$ 21.60
7-Axle Trucks	\$ 28.00	\$ 25.20

In 2015, E-ZPass passenger car discounts of 40% were issued for 16 or more crossings in a calendar month. For E-ZPass trucks, the off peak traffic (9 PM – 6 AM) receives a 10% discount over the cash fare. Using 2015 data, a weighted average toll rate for each vehicle class specific to each bridge was calculated using total toll revenue and total toll volumes. Tables 13 through 19 show the weighted average toll rates utilized for each vehicle type on each bridge.

Table 20 compares the unadjusted 2015 toll volumes and revenues for each bridge with the projected 2016 toll volumes and revenues. As indicated, overall toll traffic volumes are projected to increase by 744,392 vehicles. Accordingly, revenues are projected to increase by approximately \$3,110,543.01 (2.52%).

Table 21 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 2015. The calculated Debt Service Coverage Ratio for 2015 is 2.43. 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 22 lists the projected revenues and expenditures for the year 2016. The sum of year 2016 projected toll bridge revenues is \$130,738,693.96, the projected Net Revenue is \$69,265,712.96, and the Annual Debt Service is \$29,080,420.00. Comparing the projected Net Revenue to the Annual Debt Service, the projected Net Revenue is 238% of the Annual Debt Service (Debt Service Coverage Ratio of 2.38), which satisfies the requirements of the Commission's Bond Indenture Section 501(a)(1).

Table 23 provides a comparison of the following: revenues, expenditures, and Debt Service Coverage Ratios for the 2015 projected toll volumes (from the 2014 Traffic Engineering Report), the actual 2015 toll volumes, and the 2016 projected toll volumes. As indicated, the actual 2015 volumes are 2.74% higher than the 2015 projections.



Table 1 - 2010 Toll Supported Bridge Volumes

Month	Lower Trenton	Calhoun Street ^{6, 8}	Scudder Falls ⁹	Washington Crossing ^{5, 9, 11, 14}	New Hope-Lambertville ¹	Centre Bridge-Stockton ^{2, 4}	Uhlerstown-Frenchtown	Upper Black Eddy-Milford ⁷	Riegelsville ^{10, 12}	Northampton Street ^{3, 15}	Riverton-Bavardere ¹³	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	547,704	463,826	1,854,118	219,395	460,605	157,605	134,242	132,048	61,668	622,346	159,386	4,812,943
November	500,631	454,447	1,757,295	203,246	419,620	141,121	119,611	120,105	53,808	609,965	125,704	4,505,553
December	493,716	463,059	1,688,561	185,136	416,133	135,155	113,551	111,340	80,255	654,390	127,888	4,469,184
Total	7,324,978	3,893,390	21,239,105	2,112,012	5,219,813	1,751,187	1,508,144	1,353,173	1,124,800	7,663,089	1,749,958	54,939,649

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

- Counters down 1-29-10 to 1-31-10. Data interpolated.
- WB Counter down from 1-24-10 to 1-31-10. Data interpolated.
- Counters down 1-30-10 to 1-31-10. Data interpolated.
- WB Counter down 2-1-10 to 2-21-10. Data interpolated.
- Counter down 3-16-10 to 3-18-10. Data interpolated.
- Counter down 4-26-10 to 4-31-10. Data interpolated.
- Counters down 4-1-10 to 4-30-10. Data interpolated from 2009.
- Calhoun Street TSB closed from 5-24-10 to 9-24-10 for rehabilitation under Contract No. TS-442A. Counters not in service.
- Washington Crossing TSB closed from 8-9-10 to 9-24-10 for rehabilitation under Contract No. TS-447B. Counters not in service.
- 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.
- Counters down 11-1-10 to 11-30-10. July 2010 data interpolated decreased by 5%.
- Bridge closed on weekends due to construction under Contract No. TS-445A.
- Counters down 11-2-10 to 11-19-10. Data interpolated.
- Counter down 12-1-10 to 12-22-10. 2009 data interpolated and decreased by 1%.
- Counter down 12-22-10 to 12-31-10. Data interpolated.



Table 2 - 2011 Toll Supported Bridge Volumes

Month	Lower Trenton ^{1,9}	Calhoun Street ⁴	Scudder Falls ^{3,8}	Washington Crossing ^{4,7,10}	New Hope-Lambertville ^{1,4,12}	Centre Bridge-Stockton ^{1,9}	Unterstown-Frenchtown ⁶	Upper Black Eddy-Milford ^{3,5,13}	Riegelsville ^{6,11}	Northampton Street ^{2,6}	Riverton-Belvidere ⁶	Total
January	454,207	423,944	1,519,742	190,750	367,151	107,382	134,996	32,113	83,659	543,466	114,464	3,971,874
February	452,895	414,858	1,518,049	182,367	356,796	111,898	145,651	-	84,020	526,198	109,248	3,901,980
March	521,286	502,380	1,787,602	223,717	432,676	138,240	172,162	-	103,601	626,165	136,482	4,644,311
April	508,511	496,777	1,770,925	221,167	439,602	143,141	177,187	-	105,298	624,676	135,163	4,622,447
May	527,912	519,601	1,831,806	234,476	470,055	157,269	166,907	37,109	104,711	632,516	140,625	4,822,987
June	525,360	522,741	1,855,875	240,178	472,979	160,962	138,074	107,577	104,881	619,199	143,058	4,890,884
July	553,312	526,005	1,735,386	228,556	489,785	171,187	151,753	113,069	110,486	638,816	144,880	4,863,235
August	494,056	517,411	1,797,836	226,796	417,678	144,017	137,823	104,803	106,993	628,242	140,103	4,715,758
September	495,172	494,016	1,774,737	215,325	430,645	115,310	114,430	107,139	97,415	579,830	123,982	4,548,001
October	506,289	511,946	1,836,021	220,539	472,071	132,639	129,159	104,644	106,238	615,244	125,118	4,759,908
November	478,616	488,835	1,785,893	191,278	431,199	127,140	117,083	98,224	97,899	593,369	121,915	4,531,451
December	494,714	512,659	1,777,759	204,148	434,023	141,498	116,904	101,496	101,123	628,557	127,214	4,640,095
Total	6,012,330	5,931,173	20,991,631	2,579,297	5,214,660	1,650,683	1,702,129	806,174	1,206,324	7,256,278	1,562,252	54,912,931

Note Estimated figures due to adjustments shown in red. Data interpolated from 2010 and available 2011 volumes.

1. Counters down 1-22-11 to 1-31-11. Data interpolated.
2. Counters down 1-1-11 to 1-10-11. Data interpolated.
3. Upper Black Eddy TSB closed from 1-11-11 to 5-20-11 for rehabilitation under Contract NO. TS-444A. Counters not in service.
4. Counters down 5-4-11 to 5-9-11. Data interpolated.
5. Bridge closed 5-1-11 to late 5-20-11 due to construction Contract TS-444A.
6. Counters down 5-2-11 to 5-9-11. Data interpolated.
7. Counter down 6-10-11 to 6-30-11. Data interpolated.
8. Counter down 7-13-11 to 7-19-11. Data interpolated.
9. Lower Trenton TSB and Centre Bridge-Stockton TSB closed 8-28-11 and 8-29-11 due to Tropical Storm Irene.
10. Counters down 9-1-11 to 9-30-11. August 2011 data interpolated.
11. Riegelsville TSB counters down 10-29-11 to 10-31-11. Data interpolated.
12. Counters down from 12-1-11 to 12-31-11. 2010 data increased by 4%.
13. Counter down 12-13-11 to 12-19-11. Data interpolated.



Table 3 - 2012 Toll Supported Bridge Volumes

Month	Lower Trenton ^{8,9,11}	Calhoun Street ^{5,11}	Scudder Falls ^{2, 6,11}	Washington Crossing ¹¹	New Hope-Lambertville ^{1,2,3,4,9,11}	Centre Bridge-Stockton ^{9,11}	Uniers-town-Frenchtown ^{9,11}	Upper Black Eddy-Milford ¹¹	Riegelsville ^{10,11}	Northampton Street ¹¹	Riverton-Belvidere ^{10,11}	Total
January	474,869	481,371	1,698,191	197,694	394,433	126,775	111,245	97,224	92,591	597,256	120,915	4,392,563
February	466,263	457,680	1,662,240	192,157	385,348	123,173	108,228	91,759	89,500	585,264	121,751	4,283,363
March	516,832	528,184	1,831,777	216,154	427,093	143,301	124,544	106,824	101,660	653,300	137,245	4,786,914
April	495,441	508,970	1,813,583	219,137	429,274	146,949	121,262	109,151	102,018	632,293	133,459	4,711,537
May	522,724	540,787	1,898,727	244,175	463,196	161,320	134,237	107,648	107,894	650,028	140,796	4,971,532
June	506,054	524,078	1,862,440	232,752	468,811	163,758	134,921	115,864	103,819	632,505	139,470	4,884,472
July	491,709	540,339	1,818,435	225,167	471,801	165,525	140,495	126,131	107,111	627,771	137,895	4,852,379
August	507,063	540,075	1,875,634	232,334	468,335	161,490	138,014	113,500	106,828	636,225	138,704	4,918,202
September	474,731	507,868	1,733,390	216,314	442,148	153,166	126,419	114,732	100,500	599,845	132,486	4,601,598
October	480,782	504,980	1,887,184	212,749	452,091	155,271	121,641	105,970	106,614	602,558	127,438	4,757,277
November	460,145	485,239	1,747,797	192,580	411,466	123,136	106,928	95,158	96,435	573,668	121,990	4,414,541
December	473,303	504,348	1,698,904	196,179	430,050	133,045	111,300	92,102	100,365	587,114	124,520	4,451,230
Total	5,869,917	6,123,919	21,528,302	2,577,391	5,244,046	1,756,908	1,479,234	1,276,062	1,215,335	7,377,827	1,576,668	56,025,610

Note Estimated figures due to adjustments shown in red. Data interpolated from 2011 and available 2012 volumes.

1. Counters down 1-1-12 to 1-31-12. Jan. 2011 data interpolated & increased by 6.8%.

2. Counter down 2-1-12 to 2-29-12. 2011 data increased by 3.4%.

3. Counter down 3-1-12 to 3-31-12. 2011 data decreased by 2.2 %.

4. Counter down 4-1-12 to 4-8-12. Data interpolated.

5. Counter down 6-1-12 to 6-30-12. May 2012 data interpolated.

6. Counter down 7-1-12 to 7-12-12. Data interpolated.

7. Counter down 8-10-12 to 8-20-12. Data interpolated.

8. Counter down 9-27-12 to 9-30-12. Data interpolated.

9. Reduced traffic due to river flooding 9-8-11 and/or 9-9-11.

10. Counter down 10-1-12 to 10-31-12. Sept. 2012 data interpolated.

11. Hurricane Sandy 10-29-12 to 10-31-12.

Note : There were 29 days in Feb. 2012



Table 4 - 2013 Toll Supported Bridge Volumes

Month	Lower Trenton	Calhoun Street	Scudder Falls ¹³ 17, 18	Washington Crossing ¹⁸ 3, 4, 10, 14	New Hope- Lambertville ¹⁹	Centre Bridge- Stockton ^{6, 11, 16}	Uhlersdown- Frenchtown	Upper Black Eddy- Miltord	Riegelsville	Northampton Street ¹²	Riverton-Belvidere ^{1, 2, 5, 7, 9, 12, 16}	Total
January	468,157	488,649	1,688,533	214,898	396,979	124,922	109,473	87,555	95,123	572,839	115,653	4,362,781
February	432,244	454,601	1,526,735	188,897	355,108	110,097	98,170	78,325	87,479	536,070	111,296	3,979,022
March	495,060	521,854	1,749,752	218,420	416,174	133,307	118,809	93,747	101,423	618,477	130,980	4,598,002
April	502,554	524,620	1,800,434	228,209	428,626	147,236	125,910	99,358	108,449	624,219	136,711	4,726,326
May	527,148	549,770	1,887,031	253,796	467,685	158,870	139,551	107,813	114,089	650,047	149,200	5,005,000
June	507,560	531,022	1,807,823	236,542	467,720	163,040	137,604	105,617	109,498	633,710	144,494	4,844,631
July	523,626	539,757	1,820,340	253,815	472,025	164,407	145,066	109,265	110,790	674,887	150,741	4,964,719
August	521,752	536,135	1,772,337	253,897	467,565	160,158	142,635	112,205	104,778	700,048	145,510	4,917,020
September	484,625	508,983	1,672,206	224,118	433,592	153,819	130,178	111,839	97,090	656,245	143,836	4,616,531
October	507,566	526,698	2,090,418	244,916	445,212	181,837	132,782	112,482	101,622	683,916	148,277	5,175,727
November	444,246	492,010	1,747,797	222,320	411,467	137,653	115,532	103,082	94,655	659,958	132,570	4,561,290
December	458,162	489,889	1,694,190	194,779	401,167	121,558	107,147	99,156	91,730	596,841	119,627	4,374,246
Total	5,872,699	6,163,988	21,257,596	2,734,607	5,163,319	1,756,904	1,502,857	1,220,444	1,216,726	7,607,257	1,628,895	56,125,293

Note Estimated figures due to adjustments shown in red. Data interpolated from 2012 and available 2013 volumes.

- (1) Counter down 1-2-13 to 1-10-13. Data interpolated.
- (2) Counter down 3-12-13 to 3-17-13. Data interpolated.
- (3) Counter down 4-12-13 to 4-30-13. April 2012 data interpolated.
- (4) Counter down 5-1-13 to 5-10-13. Data interpolated.
- (5) Counter down 5-27-13 to 5-31-13. Data interpolated.
- (6) Counter down 6-7-13 to 6-13-13. Data interpolated.
- (7) Counter down 6-1-13 to 6-3-13. Data interpolated.
- (8) Counter down 8-1-13 to 8-31-13. 2012 data interpolated and increased by 1%.
- (9) Counter down 8-18-13 to 8-27-13. Data interpolated.
- (10) Counter down 9-1-13 to 9-30-13. 2012 data interpolated and increased by 2.9%.
- (11) Westbound loop down 9-8-13 to 9-28 13. 2012 data interpolated and increased by 2.9%.
- (12) Traffic volume increase on Northampton St. & Riverton-Belvidere TSB due to T437A Easton-Phillipsburg TB Rehabilitation.
- (13) Counter down 10-1-13 to 10-31-13. 2102 data interpolated and increased by 10.6%.
- (14) Counter down 10-1-13 to 10-6-13. Data interpolated.
- (15) Counter down 10-25-13 to 10-29-13. Data interpolated.
- (16) Counter down 10-21-13 to 10-27-13. Data interpolated.
- (17) Roadway loops malfunctioned, used November 2012 data.
- (18) Counter down 12-1-13 to 12-31-13. December 2012 data interpolated and decreased by 1%.
- (19) Counter down 12-26-13 to 12-31-13. Data interpolated.



Table 5 - 2014 Toll Supported Bridge Volumes

Month	Lower Trenton ^{5,13,15,16,19}	Calhoun Street ^{17,20}	Scudder Falls ^{1,6,18,21,22}	Washington Crossing ^{2,7,11}	New Hope-Lambertville ^{3,8,12,14}	Centre Bridge-Stockton ^{4,9}	Unterstown-Frenchtown ¹⁸	Upper Black Eddy-Milford	Riegelsville	Northampton Street	Riverton-Beavertown	Total
January	426,045	450,443	1,618,515	206,538	384,784	110,302	98,421	97,111	85,311	554,593	113,499	4,145,563
February	392,463	421,180	1,423,149	160,342	333,177	103,182	82,215	87,154	75,677	484,722	97,729	3,660,990
March	471,452	515,904	1,733,798	234,140	395,149	130,231	109,048	107,965	93,762	620,164	127,493	4,539,106
April	484,449	523,238	1,804,908	239,368	421,974	145,533	120,796	114,538	101,605	663,041	136,128	4,755,578
May	511,371	548,937	1,871,679	247,587	461,981	160,950	135,140	117,878	108,149	641,673	148,849	4,954,194
June	496,583	544,854	1,845,009	245,338	454,488	161,336	134,997	117,228	103,402	665,154	145,169	4,913,558
July	541,442	544,547	1,853,754	240,911	460,861	163,677	142,904	125,490	103,402	665,455	148,427	4,990,870
August	518,511	538,599	1,848,570	235,174	460,161	158,285	141,126	123,432	102,648	685,201	143,271	4,954,978
September	486,900	511,167	1,790,519	232,663	424,113	149,318	129,754	112,382	99,603	646,665	139,979	4,723,063
October	505,005	555,735	1,913,984	236,072	439,894	154,150	131,335	118,441	102,703	654,654	148,836	4,960,809
November	444,544	494,140	1,762,046	201,317	393,794	131,853	112,498	105,802	93,097	605,880	126,299	4,471,270
December	467,064	527,771	1,869,646	213,569	417,343	134,094	114,523	109,353	99,197	620,775	130,194	4,703,529
Total	5,745,830	6,176,515	21,335,578	2,693,020	5,047,719	1,702,911	1,452,756	1,336,774	1,168,556	7,507,977	1,605,873	55,773,508

Note Estimated figures due to adjustments shown in red. Data interpolated from 2013 and available 2014 volumes.

- (1) Counter down 1-1-14 to 1-31-14. Data interpolated and decreased by 5.75%
- (2) Counter down 1-1-14 to 1-31-14. Data interpolated and decreased by 5.75%
- (3) Counter down 1-1-14 to 1-31-14. 2013 data interpolated and decreased by 4.3%
- (4) Counter down 1-21-14 to 1-31-14. Data interpolated.
- (5) Counter down 2-1-14 to 2-9-14. Data interpolated.
- (6) Counter down 2-1-14 to 2-28-14. Data interpolated and decreased by 6.6%.
- (7) Counter down 2-18-14 to 2-28-14. Data interpolated.
- (8) Counter down 2-1-14 to 2-28-14. Data interpolated and decreased by 6.0%.
- (9) Counter down 2-1-14 to 2-28-14. Data interpolated and decreased by 6.0%.
- (10) Counter down 3-1-14 to 3-31-14. 2013 data interpolated and decreased by 0.5%.
- (11) Counter down 3-25-14 to 3-31-14. Data interpolated.
- (12) Counter down 3-24-14 to 3-31-14. Data interpolated.
- (13) Counter down 6-28-14 to 6-30-14. Data interpolated.
- (14) Counter down 6-28-14 to 6-30-14. Data interpolated.
- (15) Counter down 7-1-14 to 7-31-14. 2013 data interpolated and increased by 3.4%.
- (16) Counter down 8-1-14 to 8-31-14. 2013 data interpolated.
- (17) Counter down 8-28-14 to 8-31-14. Data interpolated.
- (18) Counter down 8-1-14 to 8-4-14. Data interpolated.
- (19) Counter down 9-1-14 to 9-12-14. Data interpolated.
- (20) Counter down 9-1-14 to 9-13-14. Data interpolated.
- (21) Counter down 10-20-14 to 10-31-14. Data interpolated.
- (22) Counter down 11-13-14. Data interpolated and increased by 1.0%



Table 6 - 2015 Toll Supported Bridge Volumes

Month	Lower Trenton ^{1, 5, 7, 10, 12, 16, 17}	Calhoun Street	Scudder Falls ^{2, 6, 8, 19}	Washington Crossing ^{11, 13, 16, 21}	New Hope-Lambertville ^{3, 9}	Centre Bridge-Stockton ^{18, 20}	Uhlertown-Frenchtown	Upper Black Eddy-Milford ¹⁴	Riegelsville	Northampton Street	Riverton-Belvidere ⁴	Total
January	445,608	476,461	1,748,388	184,976	366,507	110,665	98,782	96,931	87,884	573,837	110,199	4,300,237
February	417,189	460,599	1,518,415	174,083	329,726	100,048	88,850	89,199	81,977	523,343	103,299	3,886,728
March	482,273	512,458	1,795,912	195,456	384,323	119,416	102,578	103,672	94,272	593,164	122,587	4,506,112
April	507,274	541,313	1,822,369	222,746	414,253	144,485	119,878	110,828	106,181	630,158	136,211	4,755,696
May	543,362	585,296	1,883,644	238,100	459,873	162,195	136,204	117,368	113,774	651,809	145,019	5,036,644
June	517,071	569,404	1,871,514	228,339	435,235	152,838	130,809	120,642	107,618	628,256	141,746	4,903,472
July	566,888	576,937	1,872,875	259,250	454,303	162,239	144,710	129,286	112,381	642,430	147,850	5,069,149
August	531,097	557,877	1,828,984	238,186	447,311	166,788	134,669	133,071	111,614	627,891	144,590	4,922,078
September	462,730	548,564	1,763,540	242,685	416,533	156,108	131,473	120,382	101,734	600,683	141,432	4,685,864
October	482,294	564,504	1,882,717	249,653	434,368	160,867	132,559	121,716	104,033	617,208	147,080	4,896,999
November	448,008	508,149	1,786,427	206,254	405,690	137,834	121,556	110,172	99,023	582,929	129,155	4,535,196
December	439,241	536,908	1,820,012	210,934	419,702	138,921	121,990	111,879	100,834	607,542	131,255	4,639,218
Total	5,843,036	6,438,469	21,594,797	2,650,661	4,967,825	1,712,404	1,464,058	1,365,146	1,221,325	7,279,251	1,600,423	56,137,393

Note Estimated figures due to adjustments shown in red. Data interpolated from 2014 and available 2015 volumes.

(1) Counter down 1-1-15 to 1-31-15. 2014 data interpolated and increased by 3.8%.

(2) Counter down 1-1-15 to 1-31-15. 2013 data interpolated and increased by 3.8%.

(3) Counter down 1-16-15 to 1-31-15. Data interpolated.

(4) Counter down 1-6-15 to 1-13-15. Data interpolated.

(5) Counter down 2-1-15 to 2-28-15. 2014 data interpolated and increased by 6.3%.

(6) Counter down 2-1-15 to 2-28-15. Data interpolated.

(7) Counter down 3-1-15 to 3-31-15. 2014 data interpolated and increased by 2.2%.

(8) Counter down 3-1-15 to 3-31-15. 2013 data interpolated and increased by 2.2%.

(9) Counter down 3-1-15 to 3-31-15. 2014 data interpolated and decreased by (2.5%).

(10) - Traffic Counter was removed on 4/21/15 as part of the TS-639B Lower Trenton TSB Approach Roadways Improvements. Traffic data interpolated using May 2014 data and factored by 6.94%.

(11) - Counter down 5/2/15 - 5/8/15, data interpolated.

(12) Counter down 6-1-15 to 6-30-15 due to paving contract TS639B. 2104 data interpolated and increased by 3.48%.

(13) Counter down 6-29-15 to 6-30-15. Data interpolated.

(14) Counter down WB 6-9-15 to 6-30-15. 2014 data interpolated.

(15) Counter down 8-1-15 to 8-31-15 due to paving Contract TS-639B. 2013 data interpolated and increased by 3.0%.

(16) Counter down 8-1-15 to 8-31-15. 2014 data interpolated and increased by 3.0%.

(17) Counter down 9-1-15 to 9-8-15. Data interpolated.

(18) Counter down 9-1-14 to 9-13-14. Data interpolated.

(19) Counter down 10-19-15 to 10-31-15. Data interpolated.

(20) Counter down 10-1-15 to 10-31-15. 2014 data interpolated and increased by 4%.

(21) Eastbound & Westbound data reversed. Counter not corrected correctly.



Table 7 - 2010 Toll Bridge Volumes

Month	Trenton-Morrisville	New Hope-Lambertville	Interstate 78	Easton-Phillipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Milford-Montague	Total
Passenger Car	7,371,984	1,821,912	7,991,887	5,804,769	1,325,985	8,286,185	1,273,766	33,876,488
2-axle truck	193,415	55,412	212,663	149,537	29,753	150,526	22,285	813,591
3-axle truck	72,859	19,344	98,774	47,222	11,088	90,065	3,223	342,575
4-axle truck	57,380	7,372	124,014	36,986	11,769	51,605	1,554	290,680
5-axle truck	160,172	25,637	1,793,766	184,522	32,033	1,018,100	6,889	3,221,119
6-axle truck	1,697	589	47,625	2,379	331	26,319	83	79,023
7-axle truck	30	45	2,722	45	11	856	8	3,717
special permit	-	-	6	-	-	34	-	40
Total	7,857,537	1,930,311	10,271,457	6,225,460	1,410,970	9,623,690	1,307,808	38,627,233



Table 8 - 2011 Toll Bridge Volumes

Class	Trenton-Morrisville	New Hope-Lambertville	Interstate 78	Easton-Phillipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Milford-Montague	Total
Passenger Car	7,297,867	1,808,633	8,279,687	5,346,229	1,287,540	7,919,943	1,214,086	33,153,985
2-axle truck	199,949	57,104	231,071	141,994	27,959	143,266	21,084	822,427
3-axle truck	69,632	18,764	114,082	46,092	11,676	92,400	3,511	356,157
4-axle truck	57,171	7,819	132,317	34,920	13,088	59,447	1,821	306,583
5-axle truck	185,598	26,562	1,882,116	159,328	31,001	964,013	6,921	3,255,539
6-axle truck	1,298	648	50,761	2,002	503	26,614	65	81,891
7-axle truck	47	41	5,210	55	11	1,585	7	6,956
special permit	-	-	10	3	-	25	1	39
Total	7,811,562	1,919,571	10,695,254	5,730,623	1,371,778	9,207,293	1,247,496	37,983,577



Table 9 - 2012 Toll Bridge Volumes

Class	Trenton-Morrisville	New Hope-Lambertville	Interstate 78	Easton-Phillipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Milford-Montague	Total
Passenger Car	7,423,733	1,772,789	8,516,402	5,008,615	1,212,285	7,811,528	1,178,289	32,923,641
2-axle truck	202,073	56,313	237,075	134,725	26,370	140,092	20,052	816,700
3-axle truck	64,620	18,497	124,013	39,826	14,919	90,847	3,314	356,036
4-axle truck	59,455	8,279	136,607	31,832	9,931	62,679	1,828	310,611
5-axle truck	182,376	28,552	1,968,650	129,756	29,726	981,139	7,051	3,327,250
6-axle truck	1,958	549	57,156	1,432	692	27,984	65	89,836
7-axle truck	35	47	6,161	41	-	1,570	16	7,870
special permit	-	-	6	3	-	12	-	21
Total	7,934,250	1,885,026	11,046,070	5,346,230	1,293,923	9,115,851	1,210,615	37,831,965



Table 10 - 2013 Toll Bridge Volumes

Class	Trenton-Morrisville	New Hope-Lambertville	Interstate 78	Easton-Phillipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Milford-Montague	Total
Passenger Car	7,470,065	1,814,421	8,428,174	4,794,140	1,119,966	7,884,760	1,209,411	32,720,937
2-axle truck	212,161	61,816	249,998	132,598	25,120	144,228	21,446	847,367
3-axle truck	80,413	18,863	138,341	40,400	11,067	86,797	4,075	379,956
4-axle truck	70,723	8,328	156,674	38,460	11,084	69,827	1,926	357,022
5-axle truck	185,706	29,138	2,034,255	127,619	25,886	1,004,042	7,168	3,413,814
6-axle truck	1,847	562	66,916	1,499	272	31,819	69	102,984
7-axle truck	47	50	8,278	34	1	1,945	9	10,364
special permit	-	-	4	-	-	23	-	27
Total	8,020,962	1,933,178	11,082,640	5,134,750	1,193,396	9,223,441	1,244,104	37,832,471



Table 11 - 2014 Toll Bridge Volumes

Class	Trenton-Morrisville	New Hope-Lambertville	Interstate 78	Easton-Phillipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Milford-Montague	Total
Passenger Car	7,548,671	1,841,656	8,635,506	4,632,064	1,112,912	7,857,877	1,227,131	32,855,817
2-axle truck	221,314	58,705	257,506	124,212	25,392	145,374	23,744	856,247
3-axle truck	82,788	19,042	138,758	33,180	13,410	85,446	3,255	375,879
4-axle truck	84,678	8,306	179,539	30,567	9,432	73,267	1,678	387,467
5-axle truck	187,757	31,532	2,095,950	106,925	28,828	1,003,255	6,995	3,461,242
6-axle truck	1,724	664	67,456	1,138	234	28,559	78	99,853
7-axle truck	93	48	8,209	26	2	1,995	5	10,378
special permit	-	-	-	-	-	18	-	18
Total	8,127,025	1,959,953	11,382,924	4,928,112	1,190,210	9,195,791	1,262,886	38,046,901



Table 12 - 2015 Toll Bridge Volumes

Class	Trenton-Morrisville	New Hope-Lambertville	Interstate 78	Easton-Phillipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Milford-Montague	Total
Passenger Car	8,038,843	1,844,341	8,871,099	4,918,925	1,145,772	8,119,795	1,279,570	34,218,345
2-axle truck	227,189	58,188	267,863	128,646	30,307	149,928	26,109	888,230
3-axle truck	84,844	18,851	148,869	35,904	14,105	86,845	3,634	393,052
4-axle truck	89,944	8,907	194,941	33,621	22,181	93,206	1,752	444,552
5-axle truck	185,240	32,369	2,177,626	114,555	32,311	1,037,847	7,649	3,587,597
6-axle truck	1,363	858	68,988	1,102	441	28,995	147	101,894
7-axle truck	116	60	7,725	34	65	1,787	17	9,804
special permit	-	1	4	1	-	7	-	13
Total	8,627,539	1,963,575	11,737,115	5,232,788	1,245,182	9,518,410	1,318,878	39,643,487



Table 13: Trenton-Morrisville Toll Bridge Volume and Revenue Projections

class	2010 adjusted volume ¹	2011 adjusted volume ²	2012 adjusted volume ³	2013 adjusted volume ⁴	2014 adjusted volume ⁵	2015 adjusted volume ⁶	factor from 2015 to 2016	2016 base volume (projected)
1 - passenger car	6,722,961	7,329,845	7,439,507	7,467,791	7,620,214	8,057,047	1.020	8,218,188
2 - 2-axle truck	195,288	200,852	202,662	212,161	223,642	227,869	1.025	233,566
3 - 3-axle truck	73,742	69,941	64,835	80,413	83,634	85,117	1.000	85,117
4 - 4-axle truck	58,340	57,456	59,646	70,723	85,440	90,267	1.050	94,781
5 - 5-axle truck	163,309	186,318	182,898	185,706	189,642	186,095	1.000	186,095
6 - 6-axle truck	1,719	1,352	1,966	1,847	1,739	1,375	0.950	1,306
7 - 7-axle truck	31	50	35	47	94	117	0.950	111
8 - special permit	-	-	-	-	-	-	-	-
total toll vehicles	7,215,390	7,845,814	7,951,550	8,018,688	8,204,405	8,647,887	1.020	8,819,164

¹720,000 passenger cars removed as a result of diversion from the Calhoun Street Toll Supported Bridge; adjustment for significant drop in toll traffic during the February 2010 snow storm events.

²Reflects adjustment for significant drop in toll traffic during the January 2011 snow storm events.

³Reflects Leap Year adjustment, adjustment for 2-16 bridge closure, adjustment for 11-10 Marathon, and adjustment for significant drop in toll traffic during Hurricane Sandy.

⁴Reflects adjustment for 11-9 Half Marathon (-2,274 vehicles)

⁵Reflects adjustment for drop in toll traffic during the snow storm events in January - March 2014(+81,173 vehicles) and adjustment for 11-8 Half Marathon(-3,793 vehicles)

⁶Reflects adjustment for drop in toll traffic during the snow storm events in January - March 2015 (+25,063 vehicles) and adjustment for 11-7 Half Marathon (-4,715 vehicles)

class	2015 Unadjusted Volume	2015 net revenue	2015 average toll rate	2016 total volume (projected)	2016 revenue
1 - passenger car	8,038,843	\$ 7,758,270.83	\$ 0.97	8,218,188	\$ 7,971,642.36
2 - 2-axle truck	227,189	\$ 1,466,448.10	\$ 6.45	233,566	\$ 1,506,500.70
3 - 3-axle truck	84,844	\$ 1,012,405.20	\$ 11.93	85,117	\$ 1,015,445.81
4 - 4-axle truck	89,944	\$ 1,421,185.60	\$ 15.80	94,781	\$ 1,497,539.80
5 - 5-axle truck	185,240	\$ 3,633,222.00	\$ 19.61	186,095	\$ 3,649,322.95
6 - 6-axle truck	1,363	\$ 32,056.80	\$ 23.52	1,306	\$ 30,717.12
7 - 7-axle truck	116	\$ 3,410.00	\$ 29.40	111	\$ 3,263.40
8 - special permit	0	\$ -	Varies	0	\$ -
Totals	8,627,539	\$ 15,326,998.53		8,819,164	\$15,674,432.14

Figure 13A: Trenton-Morrisville TB Toll Vehicles

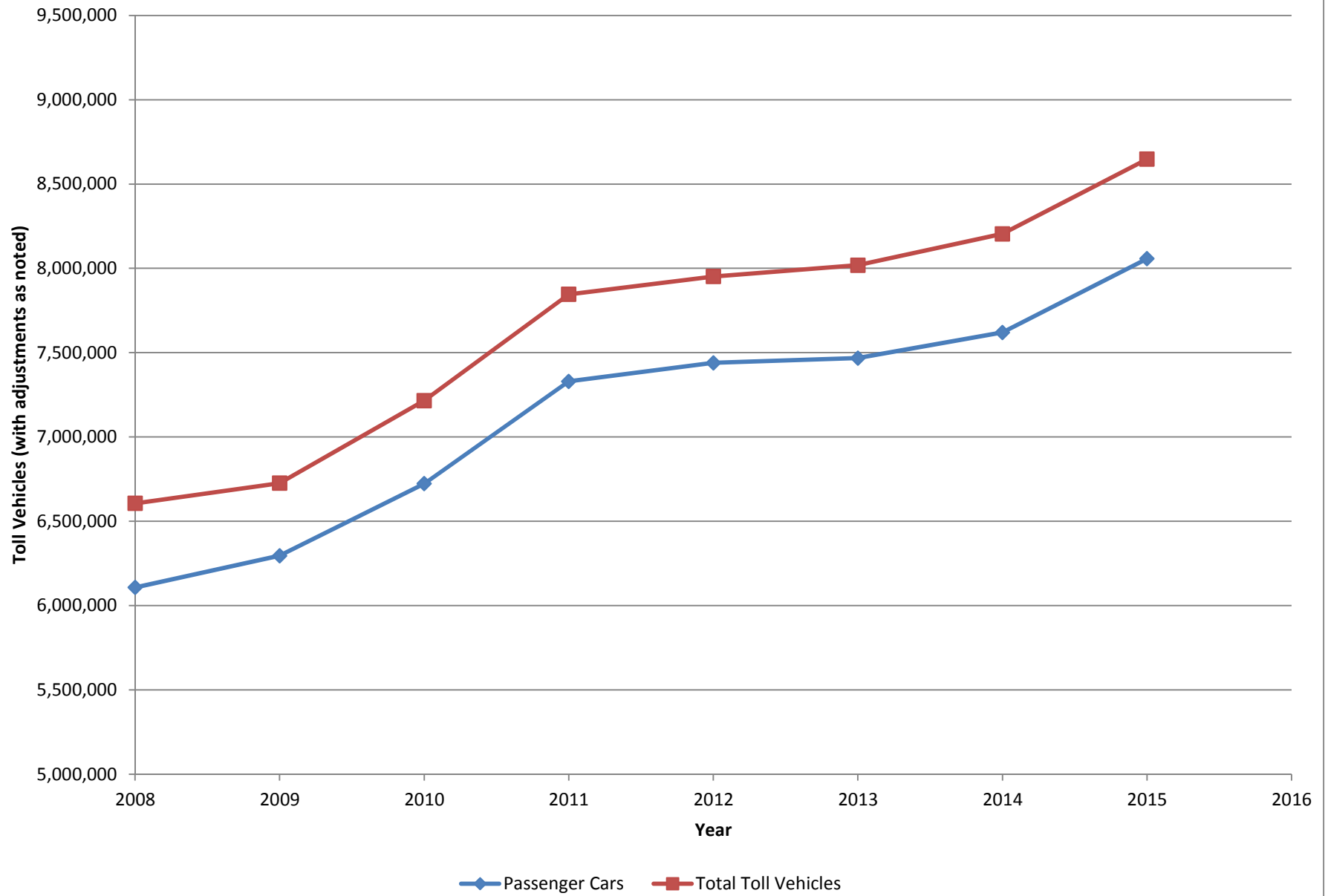


Figure 13B: Trenton-Morrisville TB Toll Trucks

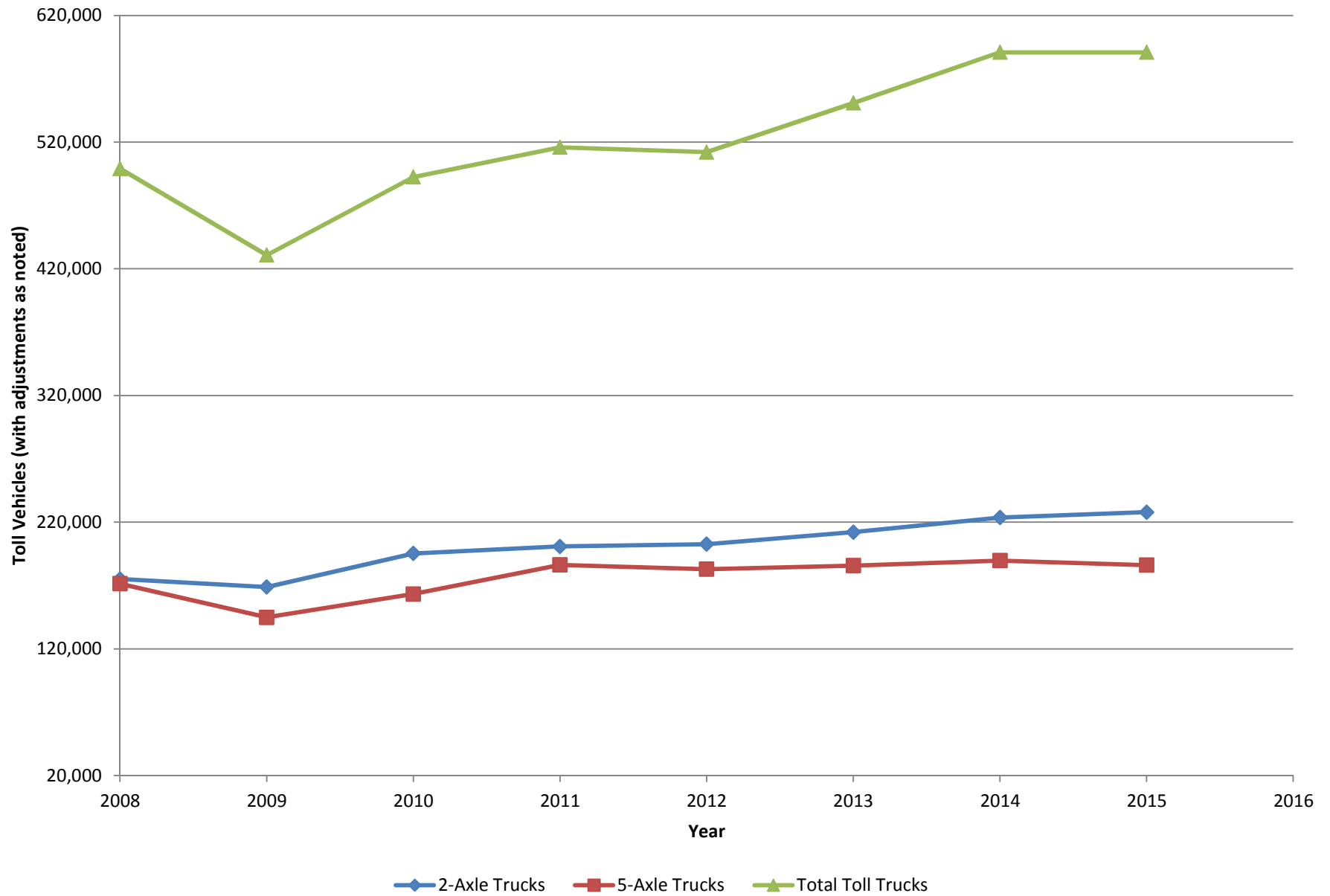




Table 14: New Hope-Lambertville Toll Bridge Volume and Revenue Projections

class	2010 adjusted volume ¹	2011 adjusted volume ²	2012 adjusted volume ³	2013 volume	2014 adjusted volume ⁴	2015 adjusted volume ⁵	factor from 2015 to 2016	2016 base volume (projected)
1 - passenger car	1,845,550	1,821,172	1,777,779	1,814,421	1,860,302	1,852,174	1.000	1,852,174
2 - 2-axle truck	55,749	57,188	56,489	61,816	59,326	58,392	1.010	58,976
3 - 3-axle truck	19,758	18,868	18,535	18,863	19,185	18,900	1.000	18,900
4 - 4-axle truck	7,374	7,830	8,299	8,328	8,394	8,949	1.000	8,949
5 - 5-axle truck	25,922	26,671	28,646	29,138	31,853	32,479	1.030	33,454
6 - 6-axle truck	608	649	551	562	670	872	1.150	1,002
7 - 7-axle truck	45	42	47	50	49	60	1.100	66
8 - special permit	-	-	-	-	-	1	0.000	-
total toll vehicles	1,955,004	1,932,421	1,890,347	1,933,178	1,979,779	1,971,828	1.001	1,973,521

¹Reflects adjustment for significant drop in toll traffic during the February 2010 snow storm events.
²Reflects adjustment for significant drop in toll traffic during the January 2011 snow storm events.
³Reflects Leap Year adjustment and adjustment for significant drop in toll traffic during Hurricane Sandy.
⁴Reflects adjustment for significant drop in toll traffic during the snow storm events in January - March 2014
⁵Reflects adjustment for significant drop in toll traffic during the snow storm events in January - March 2015 (+8,253 vehicles)

class	2015 Unadjusted Volume	2015 net revenue	2015 average toll rate	2016 total volume (projected)	2016 revenue
1 - passenger car	1,844,341	\$ 1,747,533.84	\$ 0.95	1,852,174	\$ 1,759,565.30
2 - 2-axle truck	58,188	\$ 375,606.40	\$ 6.46	58,976	\$ 380,984.96
3 - 3-axle truck	18,851	\$ 224,809.20	\$ 11.93	18,900	\$ 225,477.00
4 - 4-axle truck	8,907	\$ 138,000.00	\$ 15.49	8,949	\$ 138,620.01
5 - 5-axle truck	32,369	\$ 636,768.00	\$ 19.67	33,454	\$ 658,040.18
6 - 6-axle truck	858	\$ 19,735.20	\$ 23.00	1,002	\$ 23,046.00
7 - 7-axle truck	60	\$ 1,759.20	\$ 29.32	66	\$ 1,935.12
8 - special permit	1	\$ -	Varies	0	\$ -
Totals	1,963,575	\$ 3,144,211.84		1,973,521	\$ 3,187,668.57

Figure 14A: New Hope-Lambertville TB Toll Vehicles

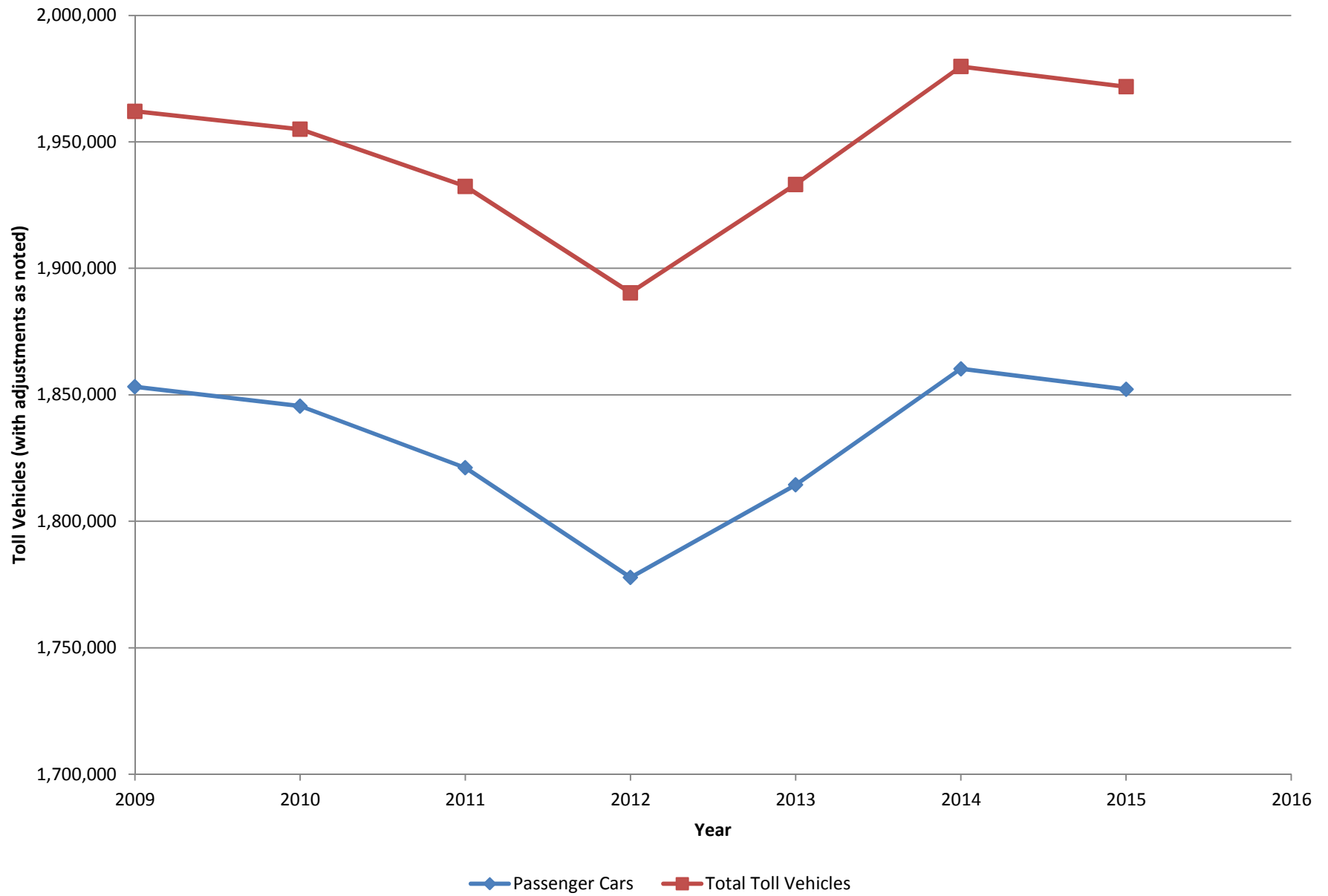


Figure 14B: New Hope-Lambertville TB Toll Trucks

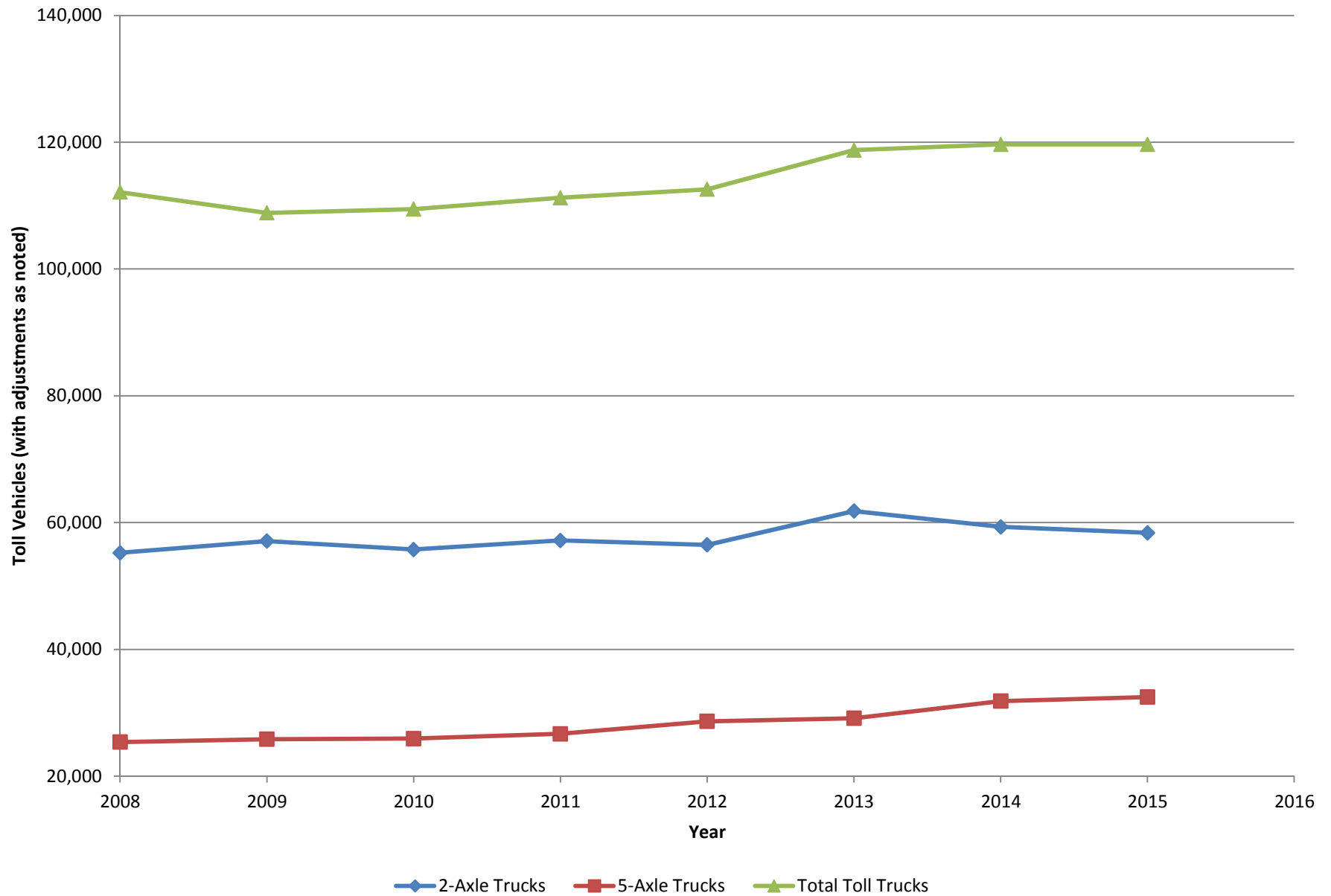




Table 15: Interstate 78 Toll Bridge Volume and Revenue Projections

class	2010 adjusted volume ¹	2011 adjusted volume ²	2012 adjusted volume ³	2013 adjusted volume ⁴	2014 adjusted volume ⁵	2015 adjusted volume ⁶	factor from 2015 to 2016	2016 base volume (projected)
1 - passenger car	8,087,632	8,219,445	8,538,708	8,570,571	8,433,303	8,903,526	1.021	9,090,500
2 - 2-axle truck	214,142	232,677	237,761	248,831	257,290	268,661	1.040	279,408
3 - 3-axle truck	99,974	114,803	124,417	137,726	138,645	149,362	1.050	156,830
4 - 4-axle truck	125,531	133,180	137,004	155,954	179,434	195,545	1.090	213,144
5 - 5-axle truck	1,795,827	1,895,448	1,973,864	2,025,129	2,094,257	2,182,575	1.034	2,257,220
6 - 6-axle truck	48,331	51,112	57,308	66,623	67,426	69,249	0.990	68,557
7 - 7-axle truck	2,816	5,237	6,178	8,243	8,213	7,760	0.990	7,682
8 - special permit	6	11	6	4	-	4	1.000	4
total toll vehicles	10,374,259	10,651,912	11,075,247	11,213,081	11,178,568	11,776,683	1.025	12,073,345

¹Reflects adjustment for significant drop in toll traffic during the February 2010 snow storm events.

²115,000 passenger cars removed as a result of diversion from the Upper Black Eddy-Milford Toll Supported Bridge from January 2011 to May 2011; adjustment for significant drop in toll traffic during the January 2011 snow storm events.

³Reflects Leap Year adjustment and adjustment for significant drop in toll traffic during Hurricane Sandy.

⁴Reflects adjustment for I-78 Roadway Paving Project and Easton-Phillipsburg Toll Bridge Rehabilitation project

⁵Reflects adjustment for drop in toll traffic during the snow storm events in January - March 2014 & Easton-Phillipsburg Toll Bridge Rehabilitation project

⁶Reflects adjustment for drop in toll traffic during the snow storm events in January - March 2015 (+39,568 vehicles)

class	2015 Unadjusted Volume	2015 net revenue	2015 average toll rate	2016 total volume (projected)	2016 revenue
1 - passenger car	8,871,099	\$ 8,572,779.86	\$ 0.97	9,090,500	\$ 8,817,785.00
2 - 2-axle truck	267,863	\$ 1,724,043.10	\$ 6.44	279,408	\$ 1,799,387.52
3 - 3-axle truck	148,869	\$ 1,754,775.60	\$ 11.79	156,830	\$ 1,849,025.70
4 - 4-axle truck	194,941	\$ 3,039,102.40	\$ 15.59	213,144	\$ 3,322,914.96
5 - 5-axle truck	2,177,626	\$ 42,659,978.00	\$ 19.59	2,257,220	\$ 44,218,939.80
6 - 6-axle truck	68,988	\$ 1,599,453.60	\$ 23.18	68,557	\$ 1,589,151.26
7 - 7-axle truck	7,725	\$ 212,328.00	\$ 27.49	7,682	\$ 211,178.18
8 - special permit	4	\$ 147.40	Varies	4	\$ -
Totals	11,737,115	\$ 59,562,607.96		12,073,345	\$ 61,808,382.42

Figure 15A: Interstate 78 TB Toll Vehicles

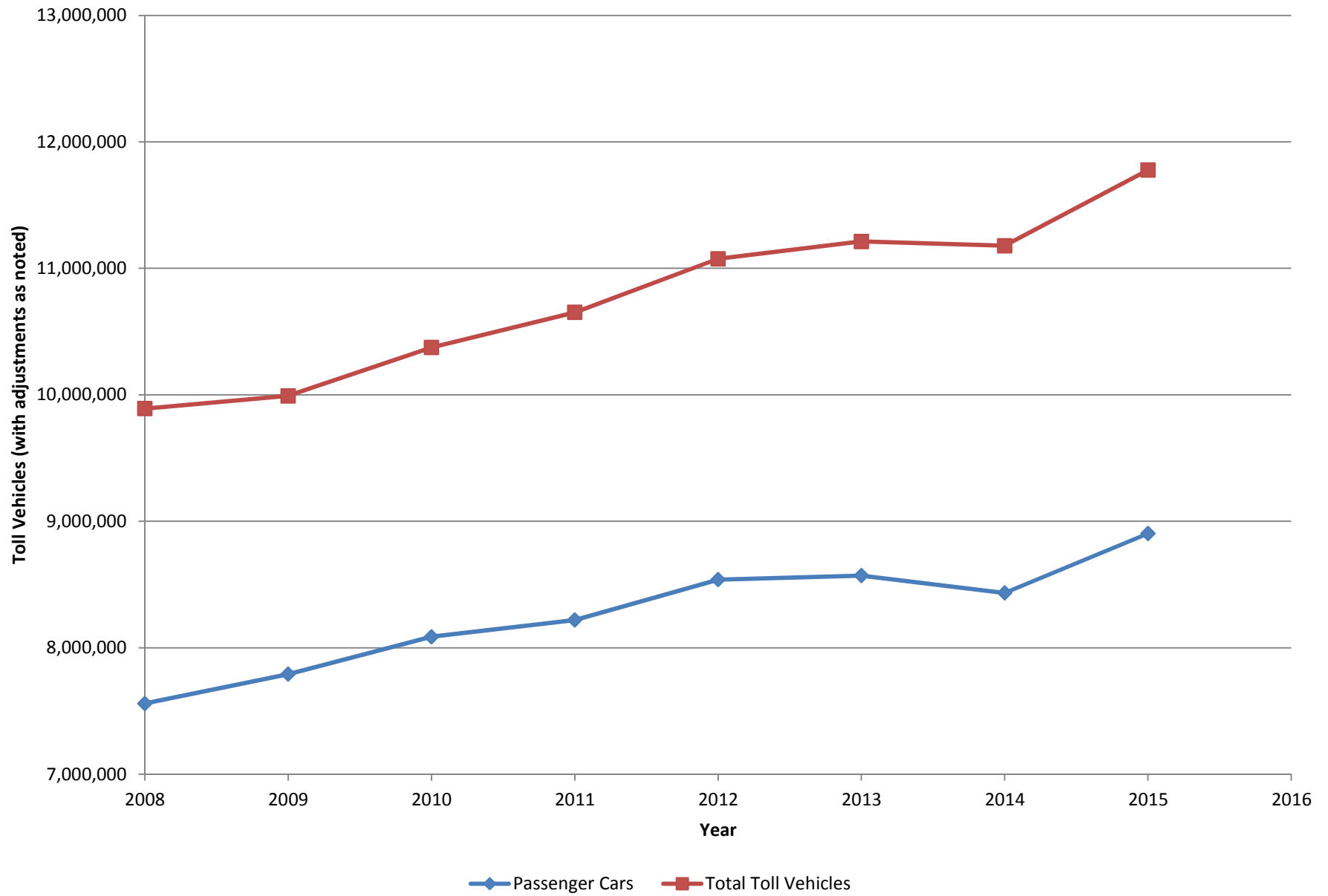


Figure 15B: Interstate 78 TB Toll Trucks

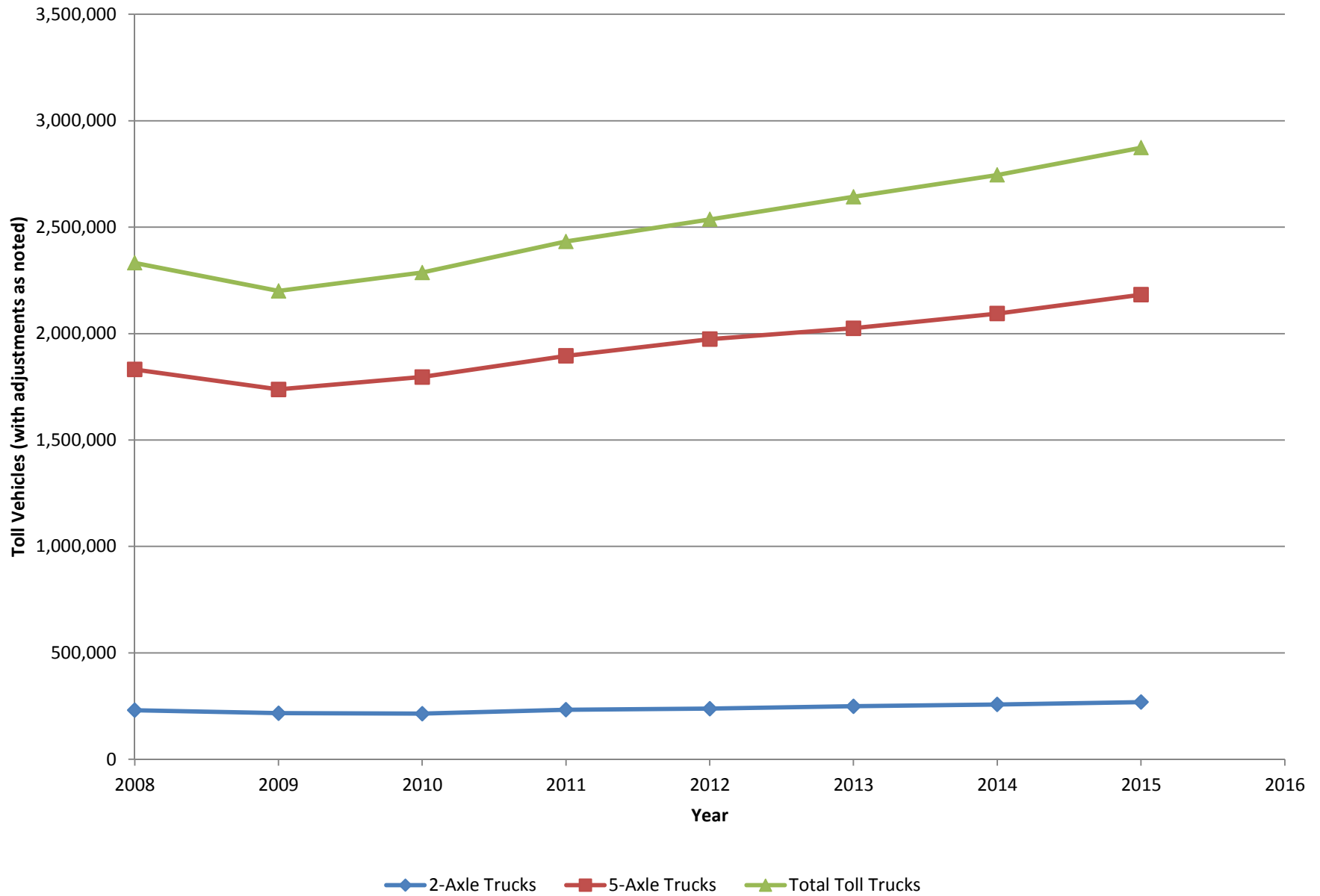




Table 16: Easton-Phillipsburg Toll Bridge Volume and Revenue Projections

class	2010 adjusted volume ¹	2011 adjusted volume ²	2012 adjusted volume ³	2013 adjusted volume ⁴	2014 adjusted volume ⁵	2015 adjusted volume ⁶	factor from 2015 to 2016	2016 base volume (projected)
1 - passenger car	5,862,390	5,384,302	5,020,886	4,984,421	5,059,917	4,948,361	0.980	4,849,394
2 - 2-axle truck	151,376	142,100	135,092	133,765	135,288	129,353	0.980	126,766
3 - 3-axle truck	48,022	46,225	39,922	41,015	36,362	36,149	0.970	35,065
4 - 4-axle truck	39,880	35,548	31,938	39,180	33,127	34,284	1.000	34,284
5 - 5-axle truck	187,880	164,486	130,070	136,745	117,464	116,234	0.980	113,909
6 - 6-axle truck	2,400	2,149	1,435	1,792	1,251	1,131	0.920	1,040
7 - 7-axle truck	45	57	41	69	29	34	1.100	38
8 - special permit	-	-	3	-	-	-	1.000	-
total toll vehicles	6,291,993	5,774,868	5,359,387	5,336,987	5,383,438	5,265,546	0.980	5,160,496

¹Reflects adjustment for significant drop in toll traffic during the February 2010 snow storm events.
²Reflects adjustment for significant drop in toll traffic during the January 2011 snow storm events.
³Reflects Leap Year adjustment and adjustment for significant drop in toll traffic during Hurricane Sandy.
⁴Reflects adjustment for I-78 Roadway Paving Project (+30,245 vehicles) and Easton-Phillipsburg Toll Bridge Rehabilitation project (-232,483 vehicles).
⁵Reflects adjustment for drop in toll traffic during the snow storm events in January - March 2014 & Easton-Phillipsburg Toll Bridge Rehabilitation project
⁶Reflects adjustment for drop in toll traffic during the snow storm events in January - March 2015 (+32,759 vehicles)

class	2015 Unadjusted Volume	2015 net revenue	2015 average toll rate	2016 total volume (projected)	2016 revenue
1 - passenger car	4,918,925	\$ 4,732,279.33	\$ 0.96	4,849,394	\$ 4,655,418.24
2 - 2-axle truck	128,646	\$ 830,638.90	\$ 6.46	126,766	\$ 818,908.36
3 - 3-axle truck	35,904	\$ 425,599.20	\$ 11.85	35,065	\$ 415,520.25
4 - 4-axle truck	33,621	\$ 533,590.40	\$ 15.87	34,284	\$ 544,087.08
5 - 5-axle truck	114,555	\$ 2,248,906.00	\$ 19.63	113,909	\$ 2,236,033.67
6 - 6-axle truck	1,102	\$ 26,054.40	\$ 23.64	1,040	\$ 24,585.60
7 - 7-axle truck	34	\$ 1,044.80	\$ 30.73	38	\$ 1,167.74
8 - special permit	1	\$ -	Varies	0	\$ -
Totals	5,232,788	\$ 8,798,113.03		5,160,496	\$ 8,695,720.94

Figure 16A: Easton-Phillipsburg TB Toll Vehicles

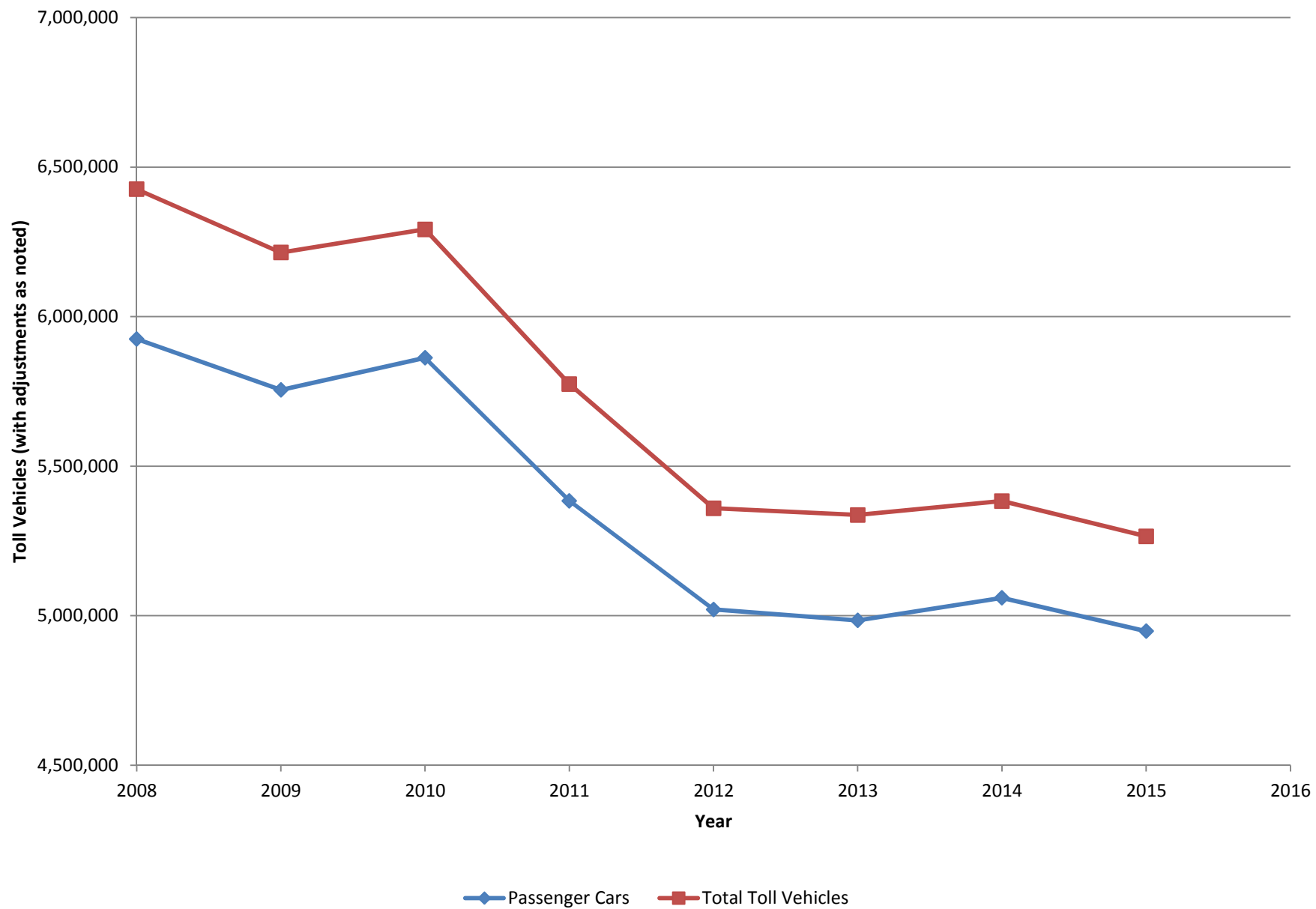


Figure 16B: Easton-Phillipsburg TB Toll Trucks

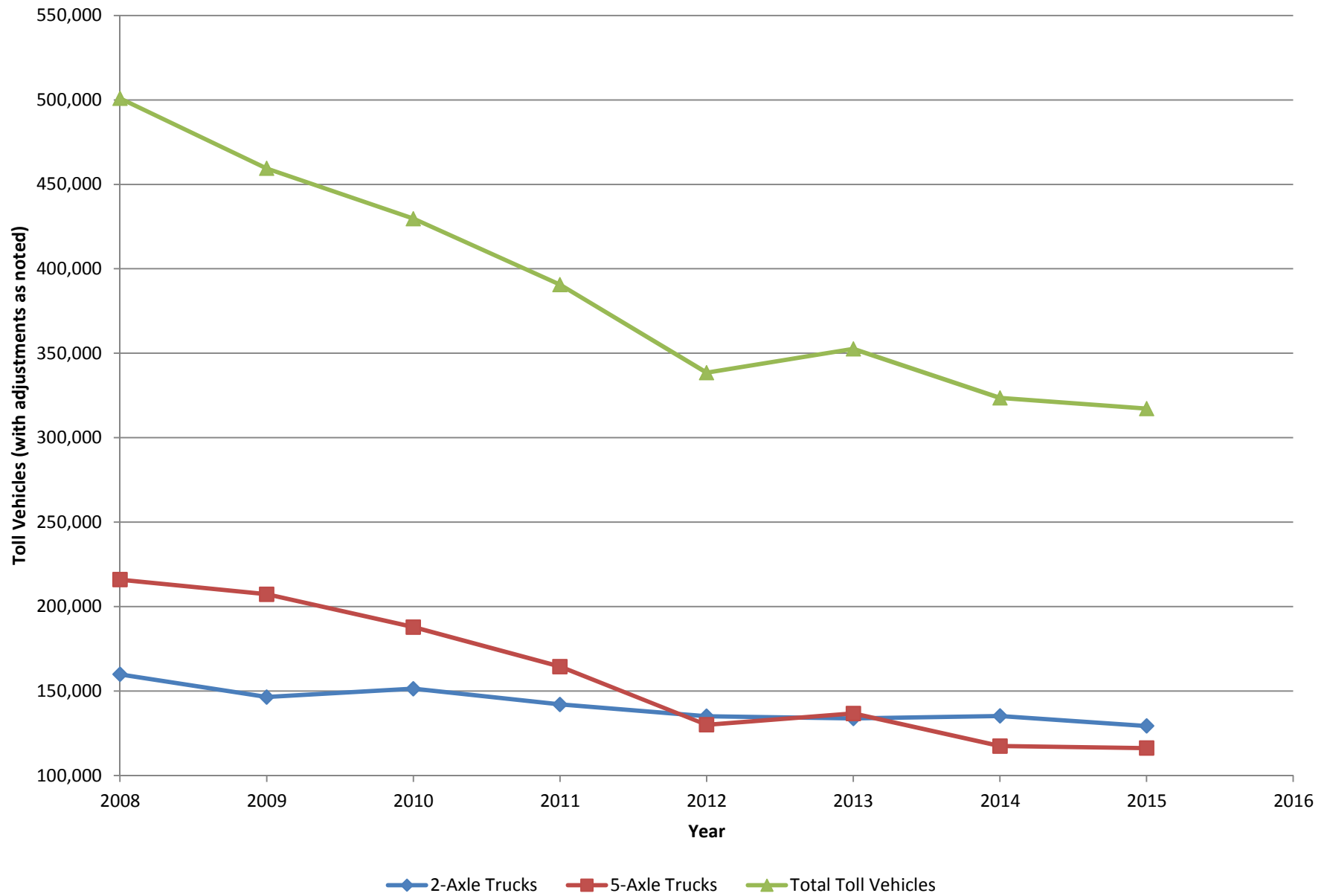




Table 17: Portland-Columbia Toll Bridge Volume and Revenue Projections

class	2010 adjusted volume ¹	2011 adjusted volume ²	2012 adjusted volume ³	2013 volume	2014 adjusted volume ⁴	2015 adjusted volume ⁵	factor from 2015 to 2016	2016 base volume (projected)
1 - passenger car	1,291,243	1,285,332	1,215,366	1,119,966	1,117,889	1,150,657	1.025	1,179,424
2 - 2-axle truck	29,964	27,911	26,449	25,120	25,525	30,404	0.900	27,364
3 - 3-axle truck	11,139	11,664	14,962	11,067	13,445	14,131	1.050	14,837
4 - 4-axle truck	11,788	13,233	9,953	11,084	9,460	22,205	0.600	13,323
5 - 5-axle truck	32,533	30,963	29,797	25,886	28,928	32,448	1.050	34,071
6 - 6-axle truck	331	502	695	272	235	442	0.850	376
7 - 7-axle truck	11	11	-	1	2	65	0.200	13
8 - special permit	-	1	-	-	-	-	1.000	-
total toll vehicles	1,377,010	1,369,617	1,297,222	1,193,396	1,195,484	1,250,352	1.015	1,269,408

¹50,000 passenger cars
²Reflects adjustment for significant drop in toll traffic during the January 2011 snow storm events
³Reflects Leap Year adjustment and adjustment for significant drop in toll traffic during Hurricane Sandy.
⁴Reflects adjustment for significant drop in toll traffic during the snow storm events in January - March 2014
⁵Reflects adjustment for significant drop in toll traffic during the snow storm events in January - March 2015 (+5,170 vehicles)

class	2015 Unadjusted Volume	2015net revenue	2015 average toll rate	2016 total volume (projected)	2016 revenue
1 - passenger car	1,145,772	\$ 1,097,946.79	\$ 0.96	1,179,424	\$ 1,130,194.14
2 - 2-axle truck	30,307	\$ 195,999.70	\$ 6.47	27,364	\$ 176,966.90
3 - 3-axle truck	14,105	\$ 168,171.60	\$ 11.92	14,837	\$ 176,899.12
4 - 4-axle truck	22,181	\$ 354,286.40	\$ 15.97	13,323	\$ 212,801.84
5 - 5-axle truck	32,311	\$ 639,738.00	\$ 19.80	34,071	\$ 674,584.92
6 - 6-axle truck	441	\$ 10,485.60	\$ 23.78	376	\$ 8,940.10
7 - 7-axle truck	65	\$ 1,802.00	\$ 27.72	13	\$ -
8 - special permit	0	\$ -	Varies	0	\$ -
Totals	1,245,182	\$ 2,468,430.09		1,269,408	\$ 2,380,387.02

Figure 17A: Portland-Columbia TB Toll Vehicles

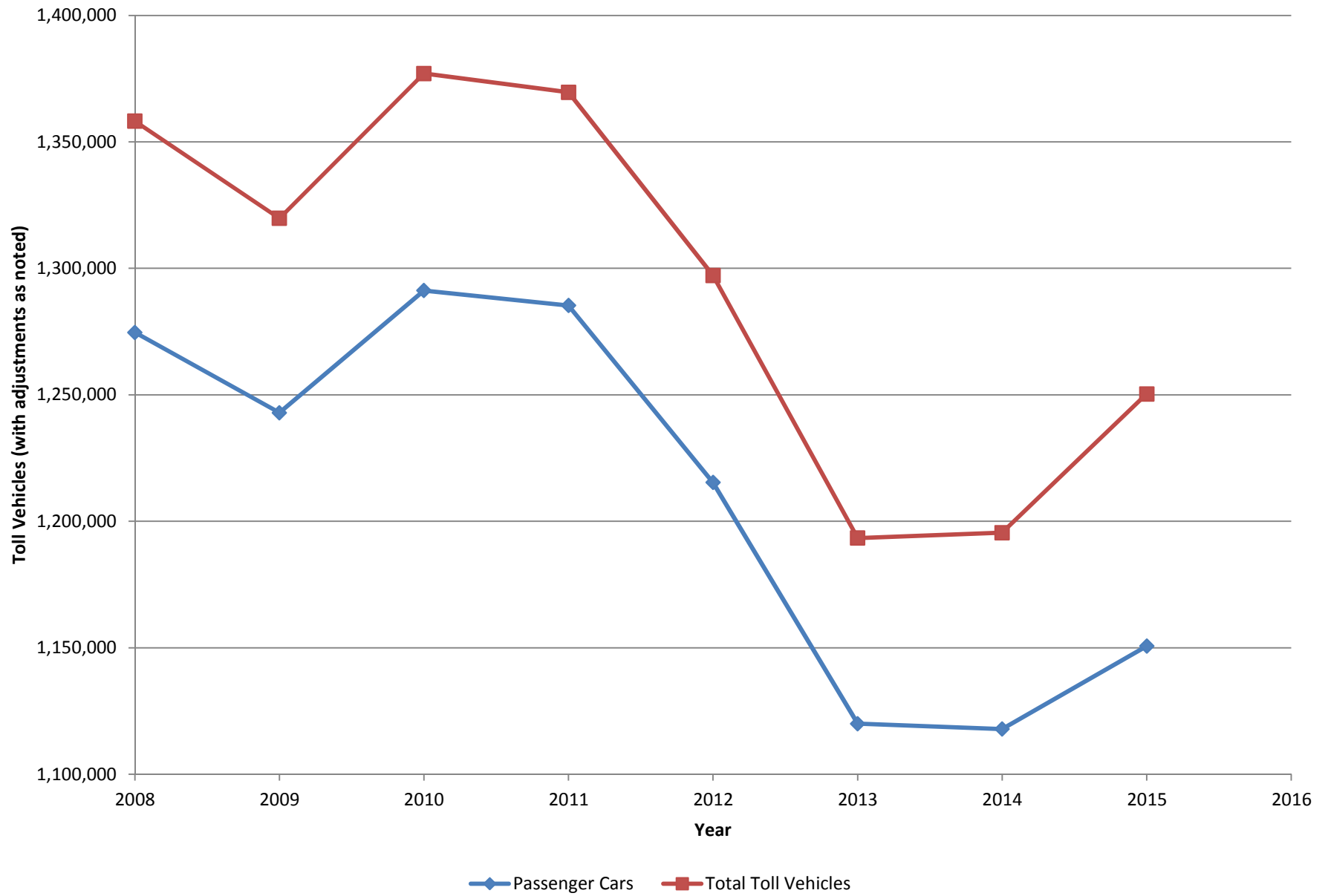


Figure 17B: Portland-Columbia TB Toll Trucks

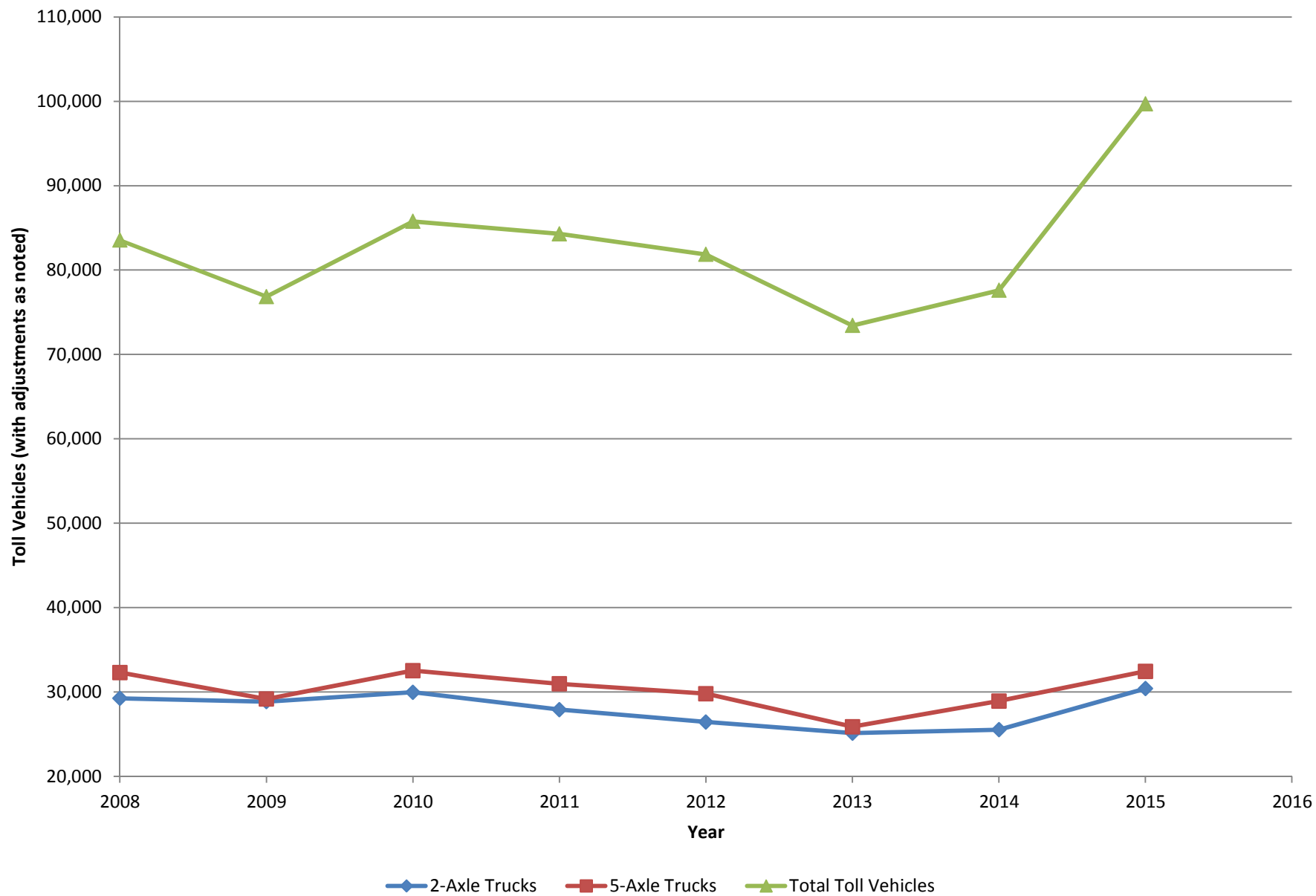




Table 18: Delaware Water Gap (Interstate 80) Toll Bridge Volume and Revenue Projections

class	2010 adjusted volume ¹	2011 adjusted volume ²	2012 adjusted volume ³	2013 adjusted volume ⁴	2014 adjusted volume ⁵	2015 adjusted volume ⁶	factor from 2015 to 2016	2016 base volume (projected)
1 - passenger car	8,419,244	7,971,487	7,831,260	7,627,097	7,877,827	8,153,337	1.020	8,316,404
2 - 2-axle truck	151,767	142,944	140,502	144,446	145,951	150,542	1.030	155,058
3 - 3-axle truck	91,057	92,238	91,085	86,939	85,761	87,235	1.020	88,980
4 - 4-axle truck	52,423	59,388	62,846	69,944	73,551	93,549	0.950	88,871
5 - 5-axle truck	1,023,714	966,386	983,673	1,005,693	1,007,325	1,041,554	1.018	1,060,302
6 - 6-axle truck	26,490	26,563	28,051	31,868	28,678	29,105	1.010	29,396
7 - 7-axle truck	871	1,583	1,574	1,948	2,003	1,795	1.000	1,795
8 - special permit	34	27	12	23	18	7	1.000	7
total toll vehicles	9,765,600	9,260,616	9,139,001	8,967,958	9,221,114	9,557,124	1.019	9,740,813

¹50,000 passenger cars removed as a result of diversion from the Portland-Columbia Toll Bridge adjustment for significant drop in toll traffic during the February 2010 snow storm events.

²Reflects adjustment for significant drop in toll traffic during the January 2011 snow storm events.

³Reflects Leap Year adjustment and adjustment for significant drop in toll traffic during Hurricane Sandy.

⁴Reflects adjustment for I-80 daytime off-peak closures on November 18 & 19 for the Easton-Phillipsburg toll bridge rehabilitation project, and for the I-78 Repaving project (+100,000)

⁵Reflects adjustment for drop in toll traffic during the snow storm events in January - March 2014 & Easton-Phillipsburg Toll Bridge Rehabilitation project

⁶Reflects adjustment for drop in toll traffic during the snow storm events in January - March 2015 (+38,714 vehicles)

class	2015 Unadjusted Volume	2015 net revenue	2015 average toll rate	2016 total volume (projected)	2016 revenue
1 - passenger car	8,119,795	\$ 7,848,968.55	\$ 0.97	8,316,404	\$ 8,039,019.88
2 - 2-axle truck	149,928	\$ 965,122.60	\$ 6.44	155,058	\$ 998,145.64
3 - 3-axle truck	86,845	\$ 1,023,438.00	\$ 11.78	88,980	\$ 1,048,598.23
4 - 4-axle truck	93,206	\$ 1,457,044.80	\$ 15.63	88,871	\$ 1,389,277.82
5 - 5-axle truck	1,037,847	\$ 20,340,286.00	\$ 19.60	1,060,302	\$ 20,780,371.22
6 - 6-axle truck	28,995	\$ 672,787.20	\$ 23.20	29,396	\$ 682,091.83
7 - 7-axle truck	1,787	\$ 51,114.80	\$ 28.60	1,795	\$ 51,343.63
8 - special permit	7	\$ 347.50	Varies	7	\$ -
Totals	9,518,410	\$ 32,359,109.45		9,740,813	\$ 32,988,848.25

Figure 18A: Delaware Water Gap (I-80) TB Toll Vehicles

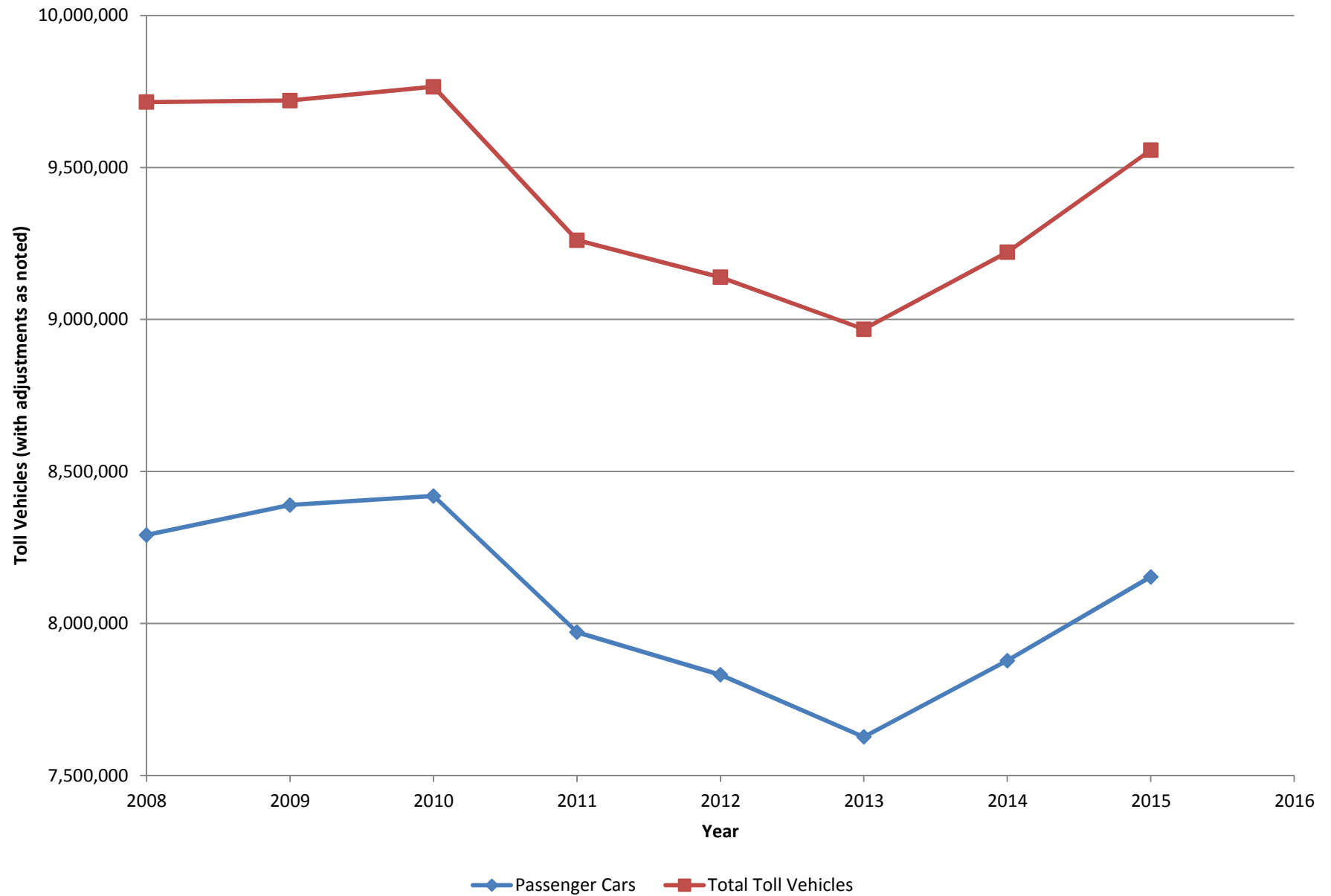


Figure 18B: Delaware Water Gap (I-80) TB Toll Trucks

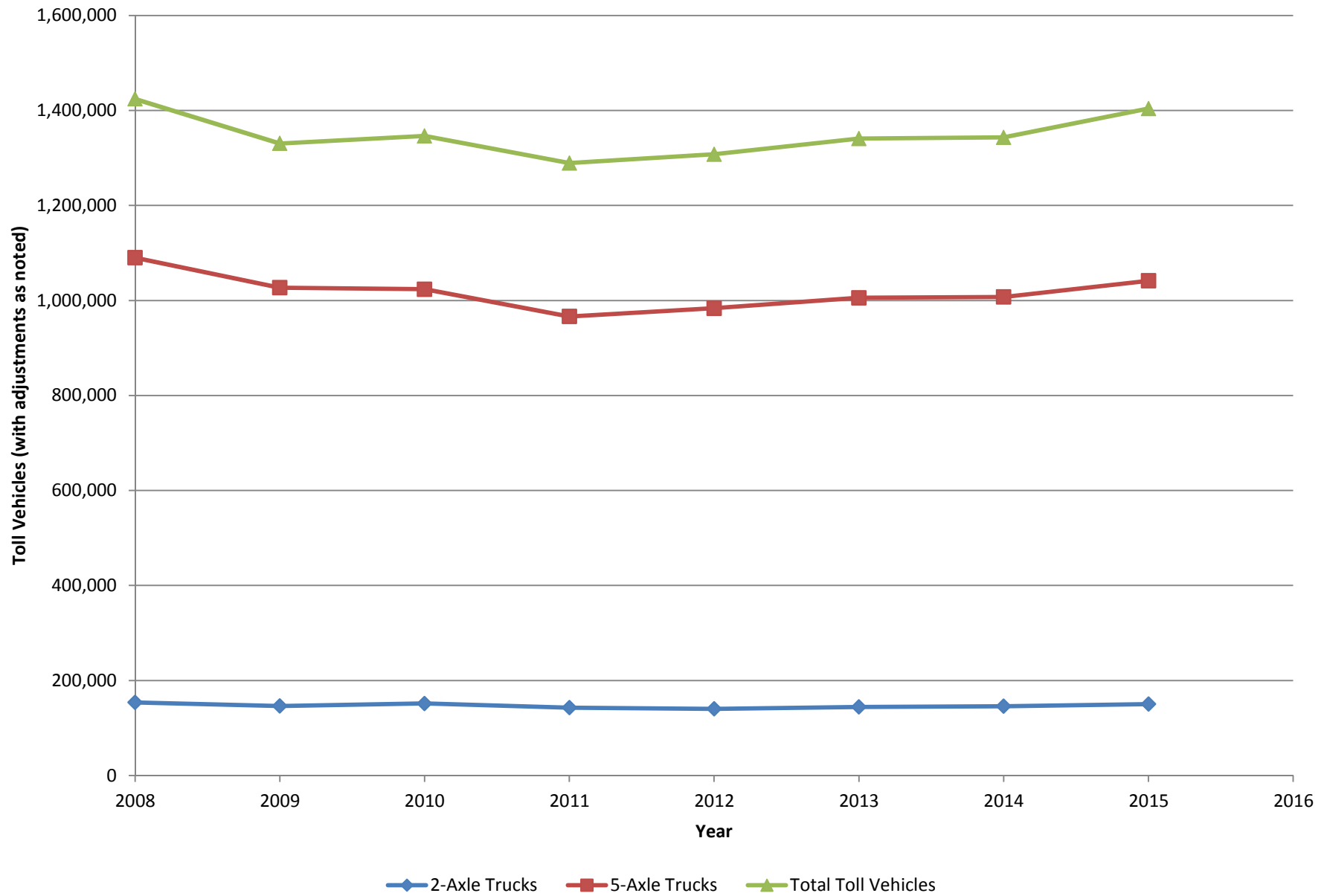




Table 19: Milford-Montague Toll Bridge Volume and Revenue Projections

class	2010 adjusted volume ¹	2011 adjusted volume ²	2012 adjusted volume ³	2013 volume	2014 adjusted volume ⁴	2015 adjusted volume ⁵	factor from 2015 to 2016	2016 base volume (projected)
1 - passenger car	1,286,147	1,217,892	1,181,397	1,209,411	1,232,762	1,284,856	1.020	1,310,553
2 - 2-axle truck	22,339	21,047	20,111	21,446	23,880	26,174	1.050	27,483
3 - 3-axle truck	3,275	3,544	3,323	4,075	3,264	3,652	1.050	3,835
4 - 4-axle truck	1,563	1,826	1,832	1,926	1,684	1,757	1.050	1,845
5 - 5-axle truck	7,016	6,910	7,069	7,168	7,028	7,684	0.950	7,300
6 - 6-axle truck	84	65	65	69	78	148	0.700	103
7 - 7-axle truck	8	7	16	9	5	17	0.750	13
8 - special permit	-	-	-	-	-	-	1.000	-
total toll vehicles	1,320,432	1,251,292	1,213,814	1,244,104	1,268,701	1,324,289	1.020	1,351,132

¹Reflects adjustment for significant drop in toll traffic during the February 2010 snow storm events.
²Reflects adjustment for significant drop in toll traffic during the January 2011 snow storm events.
³Reflects Leap Year adjustment and adjustment for significant drop in toll traffic during Hurricane Sandy.
⁴Reflects adjustment for significant drop in toll traffic during the snow storm events in January - March 2014
⁵Reflects adjustment for significant drop in toll traffic during the snow storm events in January - March 2015 (+5,411)

class	2015 Unadjusted Volume	2015 net revenue	2015 average toll rate	2016 total volume (projected)	2016 revenue
1 - passenger car	1,279,570	\$ 1,234,718.30	0.96	1,310,553	\$ 1,264,615.28
2 - 2-axle truck	26,109	\$ 168,354.55	6.45	27,483	\$ 177,214.30
3 - 3-axle truck	3,634	\$ 43,414.80	11.95	3,835	\$ 45,816.11
4 - 4-axle truck	1,752	\$ 27,867.20	15.91	1,845	\$ 29,346.45
5 - 5-axle truck	7,649	\$ 151,358.00	19.79	7,300	\$ 144,452.01
6 - 6-axle truck	147	\$ 3,487.20	23.72	103	\$ 2,443.41
7 - 7-axle truck	17	\$ 480.00	28.24	13	\$ 367.06
8 - special permit	0	\$ -	Varies	0	\$ -
Totals	1,318,878	\$ 1,629,680.05		1,351,132	\$ 1,664,254.62

Figure 19A: Milford-Montague TB Toll Vehicles

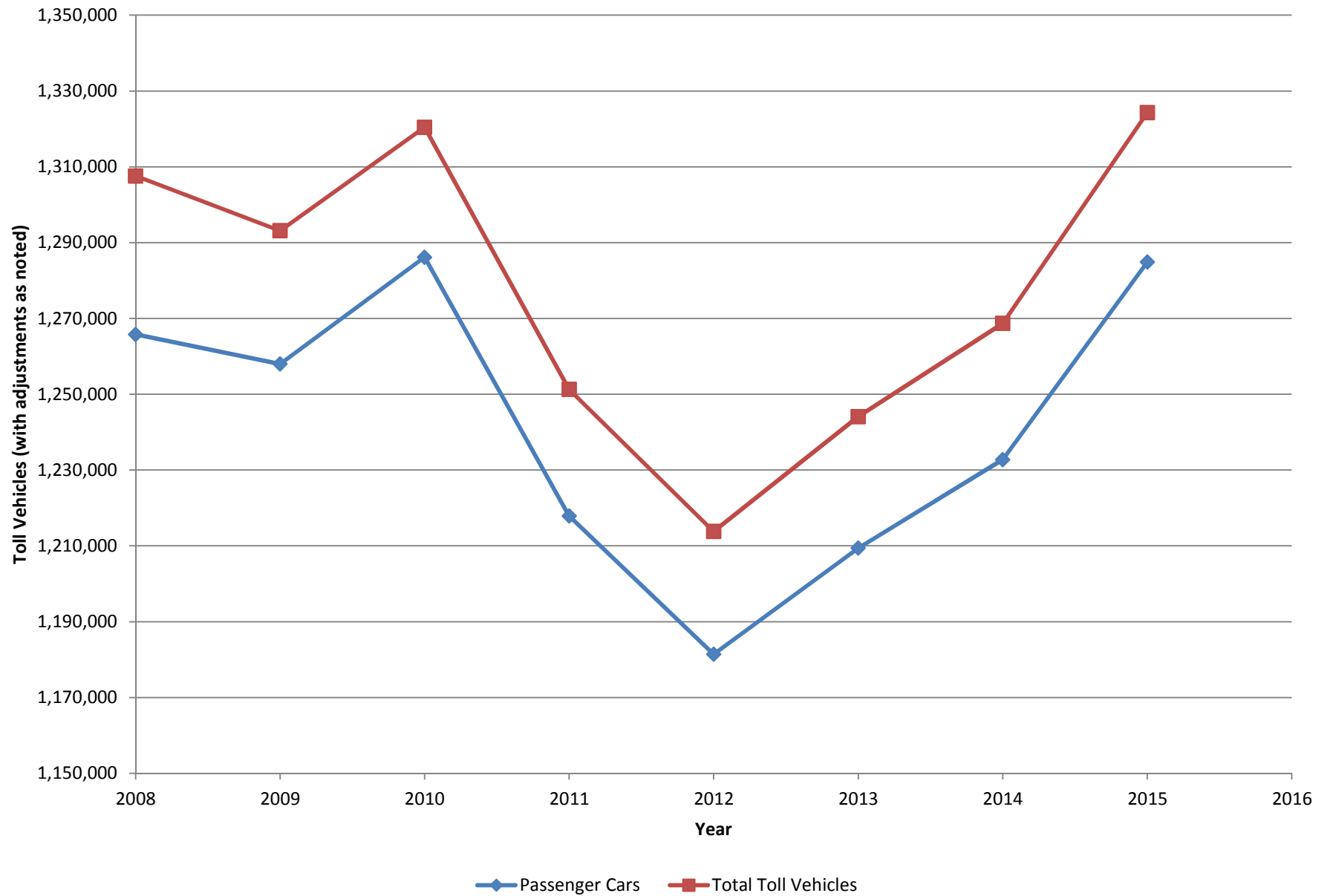


Figure 19B: Milford-Montague TB Toll Trucks

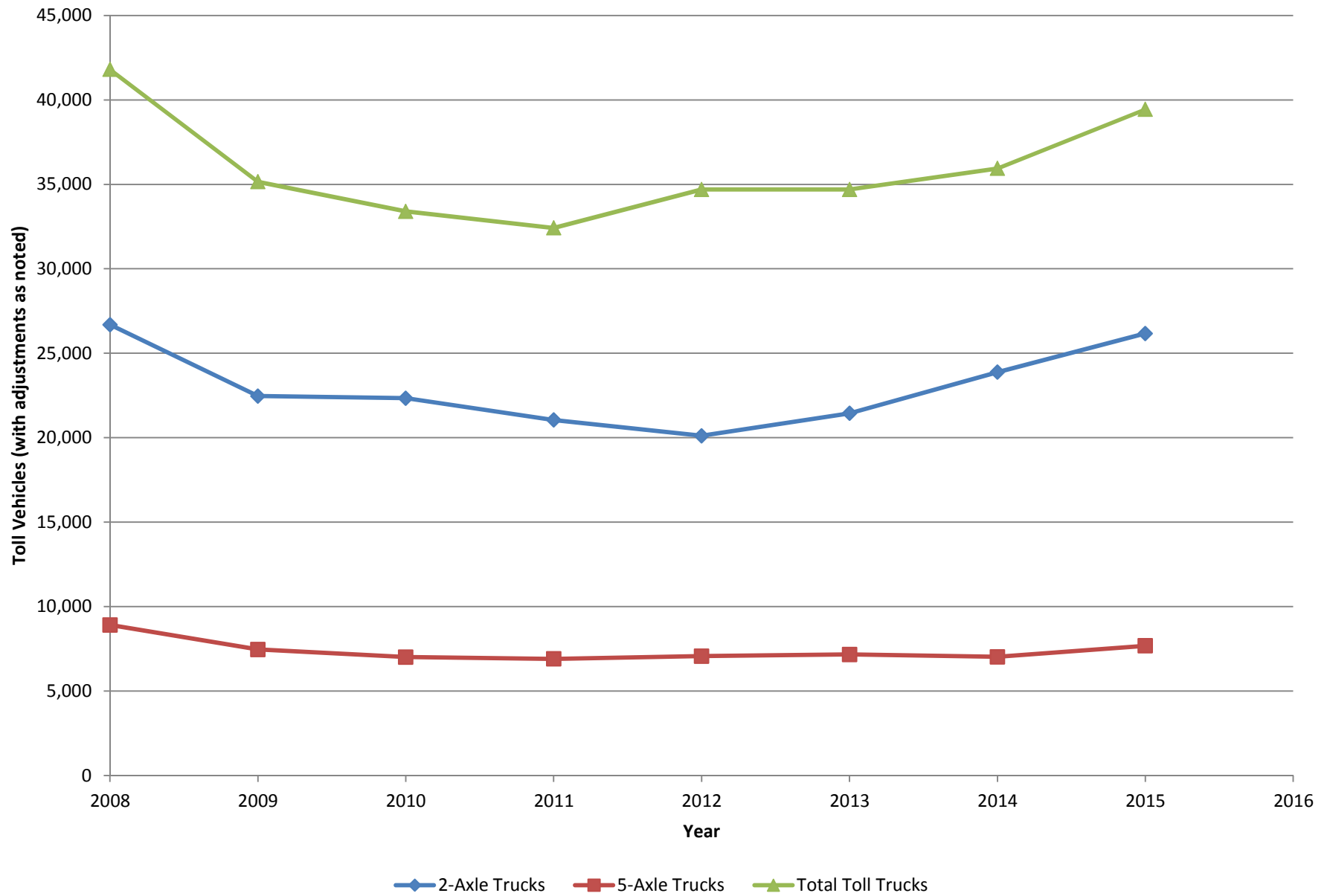




Table 20: Volume and Revenue Comparison -- 2015 to 2016

Revenue Summary by Bridge/District		2015 Unadjusted Volumes	2015 Revenues	2016 Volume (Projected)	2016 Toll Revenue (Projected)	Change in Volume Actual 2015 vs. 2016 Projected		Change in Revenue Actual 2015 vs. 2016 Projected	
District						vehicles	percent	dollars	percent
1	Trenton-Morrisville	8,627,539	\$ 15,326,998.53	8,819,164	\$ 15,674,432.14	191,625	2.22%	\$ 347,433.61	2.27%
1	New Hope-Lambertville	1,963,575	\$ 3,144,211.84	1,973,521	\$ 3,187,668.57	9,946	0.51%	\$ 43,456.73	1.38%
2	Interstate 78	11,737,115	\$ 59,562,607.96	12,073,345	\$ 61,808,382.42	336,230	2.86%	\$ 2,245,774.46	3.77%
2	Easton-Phillipsburg	5,232,788	\$ 8,798,113.03	5,160,496	\$ 8,695,720.94	-72,292	-1.38%	\$ (102,392.09)	-1.16%
3	Portland-Columbia	1,245,182	\$ 2,468,430.09	1,269,408	\$ 2,380,387.02	24,226	1.95%	\$ (88,043.07)	-3.57%
3	Delaware Water Gap	9,518,410	\$ 32,359,109.45	9,740,813	\$ 32,988,848.25	222,403	2.34%	\$ 629,738.80	1.95%
3	Milford-Montague	1,318,878	\$ 1,629,680.05	1,351,132	\$ 1,664,254.62	32,254	2.45%	\$ 34,574.57	2.12%
	Total	39,643,487	\$ 123,289,150.95	40,387,879	\$ 126,399,693.96	744,392	1.88%	\$ 3,110,543.01	2.52%



Table 21: Actual Revenue and Expenditures for 2015

District	Bridge	2015 Unadjusted Volumes	2015 Revenue
1	Trenton-Morrisville	8,627,539	\$ 15,326,998.53
1	New Hope-Lambertville	1,963,575	\$ 3,144,211.84
2	Interstate 78	11,737,115	\$ 59,562,607.96
2	Easton-Phillipsburg	5,232,788	\$ 8,798,113.03
3	Portland-Columbia	1,245,182	\$ 2,468,430.09
3	Delaware Water Gap	9,518,410	\$ 32,359,109.45
3	Milford-Montague	<u>1,318,878</u>	<u>\$ 1,629,680.05</u>
	Total	39,643,487	\$ 123,289,150.95
	Net Toll Revenue (From above)		\$ 123,289,150.95
	Toll Violation Enforcement Revenue ¹		\$ 2,476,449.00
	E-ZPass Service Fees		\$ 941,203.00
	Interest Income		\$ 710,981.00
	Other Income		<u>\$ 322,864.00</u>
	1. Total Revenue - 2015		\$ 127,740,647.95
	2. Operating Expenses - 2015		\$ 54,708,288.00
	3. Net Revenue (Line 1 - Line 2)		\$ 73,032,359.95
	4. Annual Debt Service		\$ 30,088,745.00
	5. 130% of Annual Debt Service		\$ 39,115,368.50
	6. Calculated Debt Service Coverage Ratio (Line 3 / Line 4)		2.43
	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).		
	¹ This represents income that is used as a partial offset for the maintenance of the violation enforcement system, the operation of the violation process center, and violations.		



Table 22: Projected Revenue and Expenditures for 2016

District	Bridge	2016 Volume*	2016 Revenue
1	Trenton-Morrisville	8,819,164	\$ 15,674,432.14
1	New Hope-Lambertville	1,973,521	\$ 3,187,668.57
2	Interstate 78	12,073,345	\$ 61,808,382.42
2	Easton-Phillipsburg	5,160,496	\$ 8,695,720.94
3	Portland-Columbia	1,269,408	\$ 2,380,387.02
3	Delaware Water Gap	9,740,813	\$ 32,988,848.25
3	Milford-Montague	<u>1,351,132</u>	<u>\$ 1,664,254.62</u>
Total		40,387,879	\$ 126,399,693.96
Net Toll Revenue		(From above)	\$ 126,399,693.96
Toll Violation Enforcement Revenue ¹			\$ 1,623,000.00
E-ZPass Service Fee Estimate		(2016 Budgeted)	\$ 1,133,000.00
Interest Income		(2016 Budgeted)	\$ 1,157,000.00
Other Income		(2016 Budgeted)	<u>\$ 426,000.00</u>
1. Total Projected Revenue - 2016			\$ 130,738,693.96
2. Operating Expenses - 2016		(2016 Budgeted)	<u>\$ 61,472,981.00</u>
3. Net Revenue		(Line 1 - Line 2)	\$ 69,265,712.96
4. Annual Debt Service		(2015 Budgeted)	\$ 29,080,420.00
5. 130% of Annual Debt Service			\$ 37,804,546.00
6. Calculated Debt Service Coverage Ratio		(Line 3 / Line 4)	2.38
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).			
¹ This represents income that is used as a partial offset for the maintenance of the violation enforcement system, the operation of the violation process center, and violations.			



Table 23: Projected vs. Actual Revenue and Expenditures

District	Bridge	2015 Projected Volume	2015 Actual Volume	2016 Projected Volume
1	Trenton-Morrisville	8,289,458	8,627,539	8,819,164
1	New Hope-Lambertville	2,021,235	1,963,575	1,973,521
2	Interstate 78	11,304,629	11,737,115	12,073,345
2	Easton-Phillipsburg	5,364,077	5,232,788	5,160,496
3	Portland-Columbia	1,187,525	1,245,182	1,269,408
3	Delaware Water Gap	9,161,665	9,518,410	9,740,813
3	Milford-Montague	<u>1,255,997</u>	<u>1,318,878</u>	<u>1,351,132</u>
	Total	38,584,586	39,643,487	40,387,879
		2015 Projected Revenue	2015 Actual Revenue	2016 Projected Revenue
1	Trenton-Morrisville	\$ 15,250,294.50	\$ 15,326,998.53	\$ 15,674,432.14
1	New Hope-Lambertville	\$ 3,263,633.62	\$ 3,144,211.84	\$ 3,187,668.57
2	Interstate 78	\$ 58,669,237.77	\$ 59,562,607.96	\$ 61,808,382.42
2	Easton-Phillipsburg	\$ 8,751,104.81	\$ 8,798,113.03	\$ 8,695,720.94
3	Portland-Columbia	\$ 2,097,197.31	\$ 2,468,430.09	\$ 2,380,387.02
3	Delaware Water Gap	\$ 31,516,992.74	\$ 32,359,109.45	\$ 32,988,848.25
3	Milford-Montague	\$ <u>1,541,546.85</u>	\$ <u>1,629,680.05</u>	\$ <u>1,664,254.62</u>
	Total	\$ 121,090,007.61	\$ 123,289,150.95	\$ 126,399,693.96
	Net Toll Revenue (From above)	\$ 121,090,007.61	\$ 123,289,150.95	\$ 126,399,693.96
	Toll Violation Enforcement Revenue	\$ 1,591,186.00	\$ 2,476,449.00	\$ 1,623,000.00
	E-ZPass Service Fees	\$ 1,100,000.00	\$ 941,203.00	\$ 1,133,000.00
	Interest Income	\$ 808,000.00	\$ 710,981.00	\$ 1,157,000.00
	Other Income	\$ 414,000.00	\$ 322,864.00	\$ 426,000.00
	1. Total Revenue	\$ 125,003,193.61	\$ 127,740,647.95	\$ 130,738,693.96
	2. Operating Expenses	\$ 54,970,817.00	\$ 54,708,288.00	\$ 61,472,981.00
	3. Net Revenue (Line 1 - Line 2)	\$ 70,032,376.61	\$ 73,032,359.95	\$ 69,265,712.96
	4. Annual Debt Service	\$ 29,076,693.00	\$ 30,088,745.00	\$ 29,080,420.00
	5. 130% of Annual Debt Service	\$ 37,799,700.90	\$ 39,115,368.50	\$ 37,804,546.00
	6. Calculated Debt Service Coverage (Line 3 / Line 4)	2.41	2.43	2.38