
2017 TRAFFIC ENGINEERING REPORT

Year 2018 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 2018 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 2018 were calculated by applying the current toll structure to the projected 2018 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 2018. The sum of year 2018 projected toll bridge revenues is \$136,164,426.85, the projected Net Revenue is \$67,929,474.85, and the Annual Debt Service is \$36,472,403.38. Comparing the projected Net Revenue to the Annual Debt Service, the projected Net Revenue is 186% of the Annual Debt Service (Debt Service Coverage Ratio of 1.86). The requirement that the Net Revenue for the preceding fiscal year be greater than 130% of the Annual Debt Service is met. The Commission's resolution to maintain a minimum Debt Service Coverage Ratio of 1.50 is also met.



INTRODUCTION

Pennoni Associates Inc. (Pennoni) has been retained by the Delaware River Joint Toll Bridge Commission (Commission) to project traffic volumes by vehicle type on the seven (7) toll bridges for the year 2018. 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
Southern Region	
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)
Central Region	
Interstate 78	Uhlerstown–Frenchtown
Easton–Phillipsburg (U.S. Route 22)	Upper Black Eddy–Milford
	Riegelsville
	Northampton Street
	Riverton–Belvidere
Northern Region	
Portland–Columbia	Portland–Columbia (Pedestrian Only)
Delaware Water Gap (Interstate 80)	
Milford–Montague	

The purpose of the study is to determine if the year 2018 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 Commission has adopted a resolution to maintain a minimum Debt Service Coverage Ratio of 1.50.

The year 2018 projected Net Revenue is 186% of the Annual Debt Service (Debt Service Coverage Ratio of 1.86), 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 2018, 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 2018 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 2018. While several development projects are underway, only a few major projects are expected to open/expand/contract during the 2018 calendar year.

Southern Region (Trenton-Morrisville, New Hope-Lambertville)

- ☑ In Hamilton Township, Mercer County, NJ, a renovation project involving a 165,267 SF building with vocational, public interest, arts, culture, office, and mixed retail spaces is projected to be completed in 2018. This project is not anticipated to significantly impact traffic volumes on the Trenton-Morrisville Toll Bridge.
- ☑ In Ewing Township, Mercer County, NJ, an additional 200,057 SF of office space is projected to be completed in 2018 at the Princeton South Corporate Center. This project is not anticipated to significantly impact traffic volumes on the Trenton-Morrisville Toll Bridge.

No major developments are proposed in Bucks County, Pennsylvania and Southern Hunterdon County, NJ in 2018.

Central Region (I-78, Easton-Phillipsburg)

No major developments are proposed in Northampton County, Pennsylvania and Northern Hunterdon and Warren Counties in New Jersey in 2018.

Northern Region (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 in 2018.

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:

2017 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 contract for construction of the I-95/I-276 Interchange connection, Section D10 will widen the Turnpike Mainline between the existing I-95 roadway and the Delaware River Brige. The project will include construction of the new northbound I-95 flyover structure, which will connect I-95 northbound and I-276 eastbound. The second contract includes Section D20 which will include construction of the new southbound flyover structure, which will connect I-95 southbound and I-276 westbound. The construction of Section D10 began in fall of 2014 and continued through 2017 construction season. The construction of Section D20 began in fall of 2015 and will continue through the 2018 construction season. These sections are not anticipated to involve significant changes to traffic patterns and therefore, no adjustments were applied to the 2017 traffic volumes.
- ☑ Electronic toll collection system replacement started in December 2016 and was completed in the May 2017. This project required the closing of toll plaza lanes. This project did not appear to significantly impact traffic volumes, therefore, no adjustment has been applied to the 2017 traffic volumes.
- ☑ The I-78 bridge and approach slabs rehabilitation project began in late August 2017 with travel restrictions. The travel restrictions will be mostly single lane closures during peak and off-peak hours with additional lane closures during select weekends. The project is anticipated to be completed in late 2018. As such, significant diversions are not anticipated, and no adjustment has been applied to the 2017 traffic volumes.
- ☑ The Scudder Falls Bridge Replacement Project began in May 2017. The project will maintain two travel lanes in each direction during the peak hours. The project is scheduled to be completed in 2021. Due to existing congestion issues on Scudder Falls Bridge, some traffic is anticipated to shift to other nearby Commission bridges, such as the Trenton-Morrisville Bridge, Lower Trenton Bridge, Calhoun Street Bridge, and Washington Crossing Bridge. The Trenton-Morrisville Bridge experienced additional increases in traffic from September to December 2017, so an adjustment factor was applied for those months. Although construction started in May 2017, the adjustment was only applied from September to December 2017 due to the significant changes in volumes from 2016 to 2017 over those months. *It is estimated that 95,342 vehicles were diverted to the Trenton-Morrisville Toll Bridge in the toll direction from September to December in 2017 during construction.*

- ☑ New Jersey Route 22 is under construction just prior to the Easton-Phillipsburg Toll Bridge. The construction includes a wide-load detour from Easton-Phillipsburg Toll Bridge to Interstate 78 Toll Bridge. This project started in late August 2017 and is projected to continue until Spring 2018. This project resulted in trucks shifting from the Easton-Phillipsburg Toll Bridge to the I-78 Toll Bridge. However, since the trucks remained in the system, no adjustments have been applied to 2017 traffic volumes for this project.
- ☑ The “Trenton Makes” sign on the Lower Trenton Toll Supported Bridge was replaced in 2017. The project began in August 2017 and was completed in late October 2017. The project had limited travel restrictions. This project did not appear to significantly impact traffic volumes, therefore, no adjustment has been applied to the 2017 traffic volumes.

2017 Travel Alerts

- ☑ The Pennsylvania Turnpike and New Jersey Turnpike Bridge (Route 276) over the Delaware River in Bristol, PA and Florence, NJ was closed due to emergency repairs from January 21st, 2017 to March 9th, 2017. As a result, the Trenton-Morrisville Toll Bridge saw significant spikes in traffic during that time period due to the diverted trips. The Trenton-Morrisville Bridge is approximately 7 miles from the Turnpike Bridge. Due to the significant traffic impact, an adjustment has been applied to the 2017 traffic volumes for this project. *It is estimated that 323,454 vehicles were diverted to the Trenton-Morrisville Toll Bridge in the toll direction during this closure.*
- ☑ Several road closures were implemented in Trenton on Saturday, October 28, 2017 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 4,784 passenger cars were diverted to the Trenton-Morrisville Toll Bridge during this closure.*

2018 Roadway Construction Projects

- ☑ Multi-phased construction began in late 2010 on a new PA Turnpike (I-276) and I-95 Interchange in Bristol. The second contract of the construction of the I-95/I-276 Interchange connection, Section D20 will widen existing I-95 between Neshaminy Creek and existing I-276. The project will include construction of the new southbound flyover structure, which will connect I-95 southbound and I-276 westbound. The construction of Section D20 began in fall of 2015 and will continue through the 2018 construction season. As such, significant diversions are not anticipated, and no adjustments has been applied to the 2018 traffic volumes.
- ☑ The I-78 bridge and approach slabs rehabilitation project began in late August with travel restrictions. The travel restrictions will be mostly single lane closures during peak and off-peak hours with additional lane closures during select weekends. The project is anticipated to be completed in late 2018. As such, significant diversions are not anticipated, and no adjustment has been applied to the 2018 traffic volumes.
- ☑ The Scudder Falls Bridge Replacement Project began in May 2017. The project will maintain two travel lanes in each direction during the peak hours. The project is scheduled to be completed in 2021. Due to existing congestion issues on Scudder Falls Bridge, some traffic is anticipated to shift to other nearby Commission bridges, such as the Trenton-Morrisville Bridge, Lower Trenton Bridge, Calhoun Street Bridge, and Washington Crossing Bridge. The project is anticipated to impact traffic throughout the 2018 year. As such, an

adjustment has been applied to the 2018 traffic volumes. *It is anticipated that the Trenton-Morrisville Toll Bridge will experience a gain of 286,027 vehicles in the toll direction in 2018 due to the project.*

- ☑ New Jersey Route 22 is under construction just prior to the Easton-Phillipsburg Toll Bridge. The construction includes a wide-load detour from Easton-Phillipsburg Toll Bridge to Interstate 78 Toll Bridge. This project started in late August 2017 and is project to continue until Spring 2018. This project results in trucks shifting from the Easton-Phillipsburg Toll Bridge to the I-78 Toll Bridge. However, since the trucks will remain in the system, no adjustments have been applied to 2018 traffic volumes for this project.
- ☑ The New Hope-Lambertville Toll Bridge System Rehabilitation project is scheduled to begin in Spring/Summer of 2018. This project will involve long-term right lane closures. Due to the current volume vs. capacity of the bridge, this project is not projected to impact traffic volumes. As such, no adjustments have been applied to 2018 projected traffic volumes for this project.

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 2012 to 2017 were used.

Monthly traffic volume data for the toll supported bridges is summarized from 2012 to 2017 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 2017 total volume on toll supported bridges decreased on eight of the eleven bridges, and 2.87% overall, over the past year. The Riverton-Belvidere Toll Supported Bridge experienced an increase of 12%, while the Washington Crossing Toll Supported Bridge experienced a decrease of 20% over the past year. The average rate of change for the last five (5) years at the individual toll supported bridges ranges from -5.5% per year to +2.63% per year.

Reviewing information from the seven (7) toll bridges under the jurisdiction of the Commission during 2017, we found that the Interstate 78 and Delaware Water Gap (Interstate 80) Toll Bridges carry the largest traffic volumes (12.0 and 9.8 million toll paying westbound vehicles per year, respectively). Trenton-Morrisville (US Route 1) and Easton-Phillipsburg carry 9.4 and 5.3 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. Traffic volume data for the toll bridges is summarized from 2012 to 2017 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 five (5) years.

Passenger vehicles represent approximately 86 percent of the westbound toll vehicles on the seven (7) toll bridges during 2017. Five (5) axle tractor-trailers continue to be the most common truck type, representing approximately 9 percent of vehicles crossing toll bridges during 2017. Two (2) axle trucks represent the next largest portion of trucks at 2 percent. The total volume remained relatively consistent over the past year after approximately 7% rise between 2014 and 2016. Traffic volume data for passenger vehicles and trucks is graphically summarized on **Figures 11 and 12** respectively for the last five (5) years.

Figure 10: Total DRJTBC Westbound Bridge Volumes

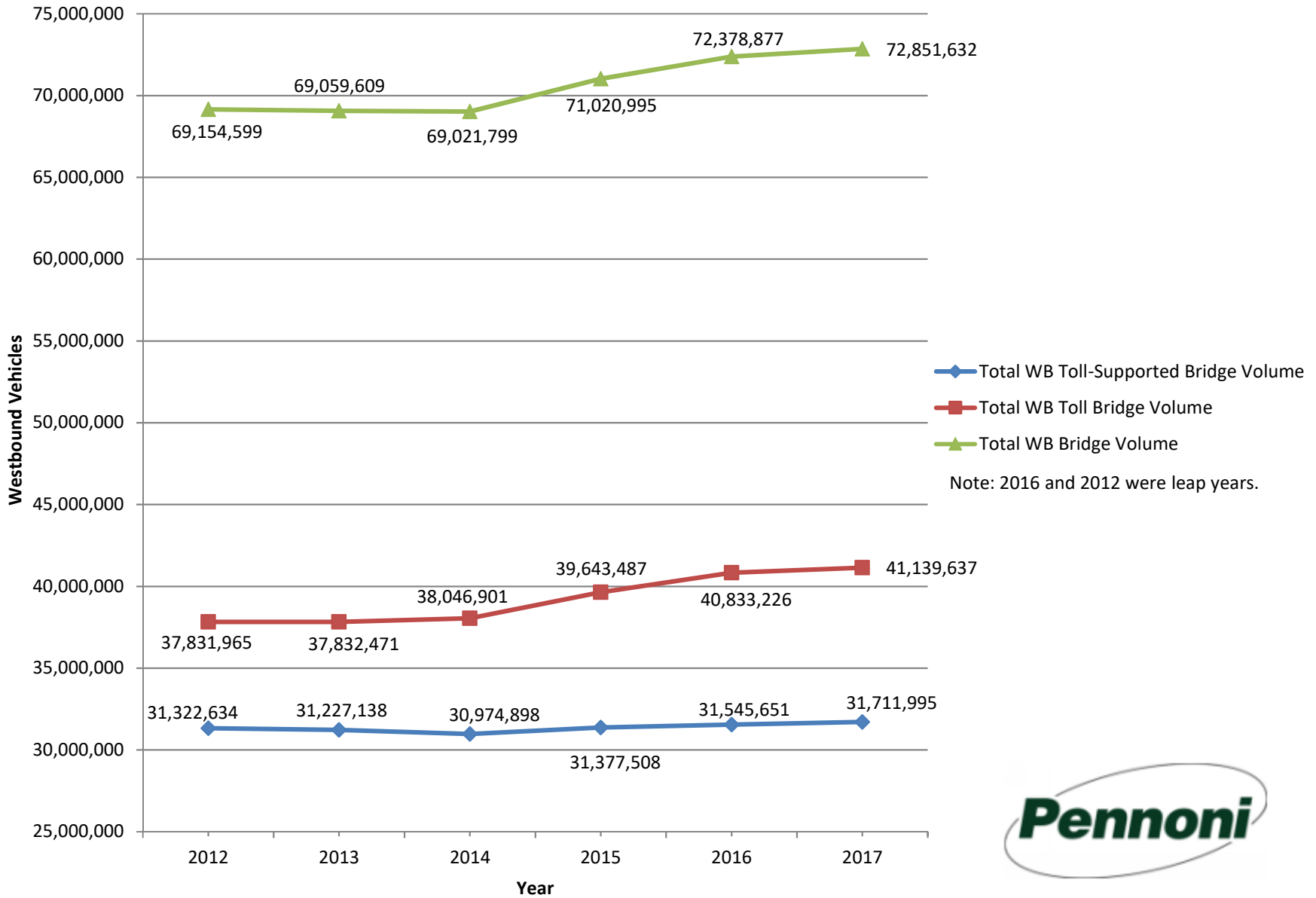


Figure 11: Total DRJTBC WB Toll Bridge Volume

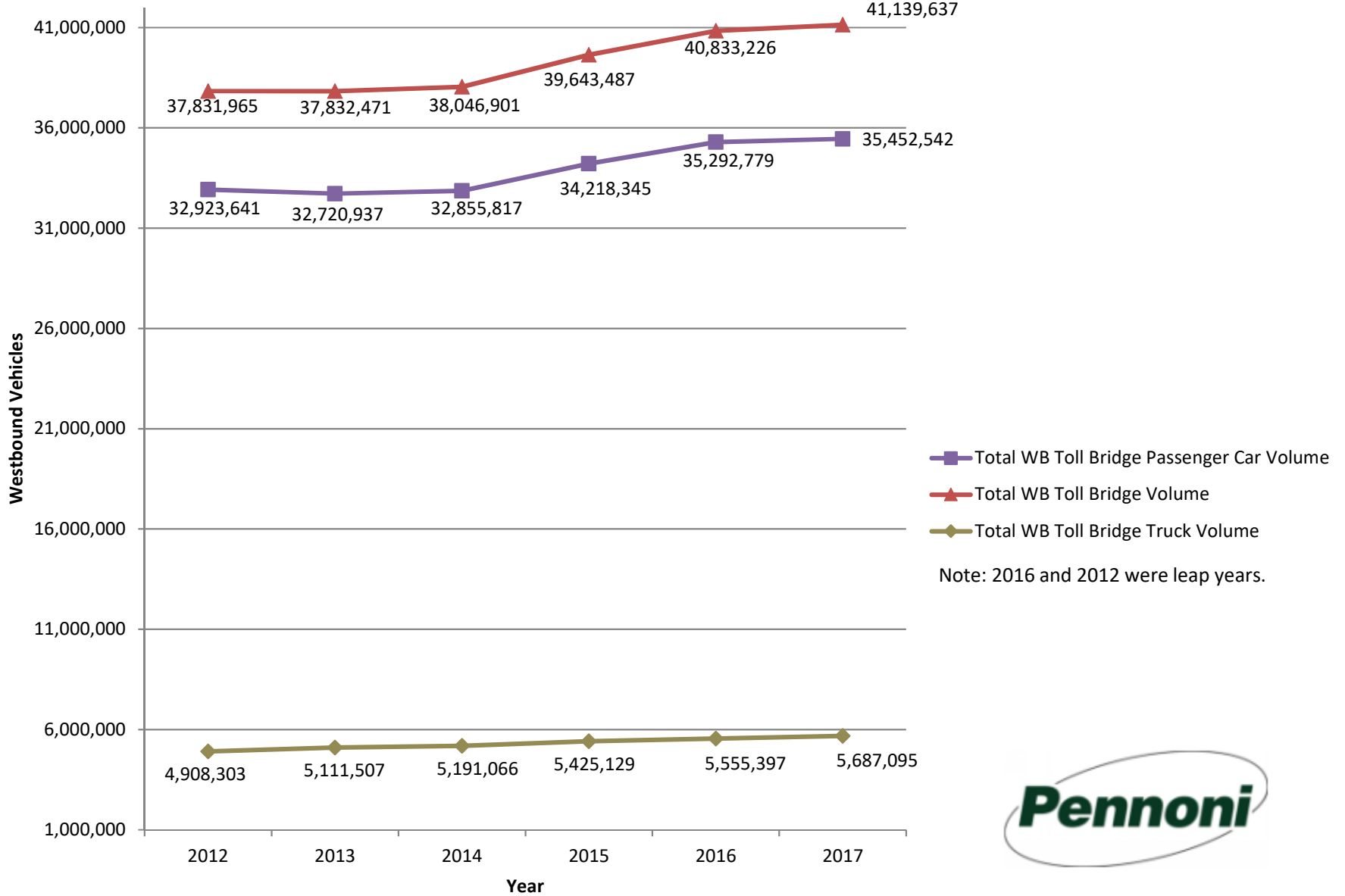
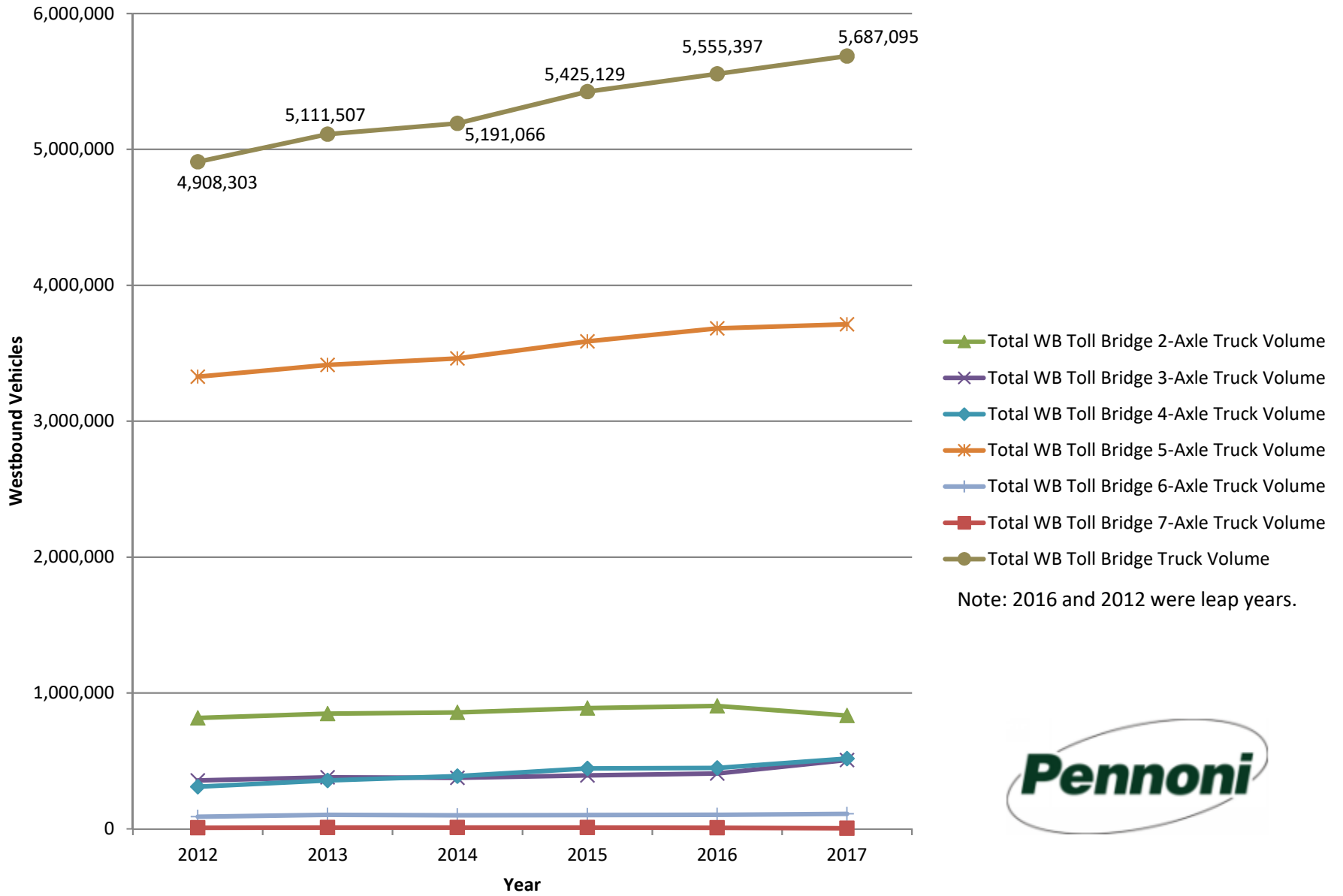


Figure 12: Total DRJTBC WB Toll Bridge Truck Volumes



YEAR 2018 TRAFFIC VOLUME AND TOLL REVENUE PROJECTIONS

To develop updated traffic projections, adjustments were applied to the raw 2017 traffic data to account for significant decreases or increases in toll volumes attributable to the construction projects (as described above) and events that occurred in 2017.

Snow Events: From January to March 2017 there were four (4) separate snow events in which snowfall ranged from less than 1 inch to as much as 11 inches. The snow events were identified from information obtained from the National Weather Service. Non-typical snow events were determined by comparing previous years' snow events. The snow events that occurred on February 9th and from March 14th to March 15th were considered non-typical snow events. The 2017 snow adjustment factors were calculated using comparable 2017 daily traffic on affected bridges during non-snow events and calibrated based on percent increase for non-typical snow events in 2017. It is estimated that the seven (7) toll bridges experienced a loss of approximately 193,844 toll vehicles due to February-March snow events in 2017.

Half Marathon (October 28th, 2017): Trenton-Morrisville Toll Bridge gained an estimated 4,784 westbound passenger cars from the Lower Trenton Toll Supported Bridge and Calhoun Street Toll Supported Bridge during road closures implemented for a half-marathon on October 28th, 2017.

Delaware River Turnpike Bridge Closure: The Delaware River Turnpike Bridge Closure adjustment factor was calculated using 2017 comparable data for non-construction events on the Trenton-Morrisville Toll Bridge. It is estimated that the Trenton-Morrisville experienced a gain of approximately 323,454 vehicles in the toll direction due to the Delaware River Turnpike Bridge closure from January 20th, 2017 to March 9th, 2017.

Scudder Falls Bridge Replacement Project: 2017 adjustments for the Scudder Falls Bridge replacement project were calculated using 2017 comparable data for non-construction events on the Trenton-Morrisville Toll Bridge. It is estimated that the Trenton-Morrisville experienced a gain of approximately 95,342 vehicles in the toll direction between September and December 2017 due to the project.

The following table summarizes the adjustments applied to the 2017 traffic data due to construction projects, snow events, and the half marathon:

District/Bridge	2017 Westbound Toll Volumes	Snow Events	Oct. Half Marathon	Delaware River Turnpike Bridge Closure	Scudder Falls Bridge Replacement Project	Total	
						Gain/Loss	%
1 Trenton-Morrisville	9,430,139	63,264	(4,784)	(323,454)	(95,342)	(360,316)	(3.82)
1 New Hope-Lambertville	1,960,824	12,384	0	0	0	12,384	0.63
2 Interstate 78	12,023,154	56,500	0	0	0	56,500	0.47
2 Easton-Phillipsburg	5,333,520	25,539	0	0	0	25,539	0.48
3 Portland-Columbia	1,273,406	4,546	0	0	0	4,546	0.36
3 Delaware Water Gap (I-80)	9,811,557	25,456	0	0	0	25,456	0.26
3 Milford-Montague	1,307,037	6,155	0	0	0	6,155	0.47
Total	41,139,637	193,844	(4,784)	(323,454)	(95,342)	(229,736)	(0.56)

Tables 13 through 19 summarize 2018 volume and revenue projections for the seven (7) toll bridges. Five-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 adjusted toll bridge volumes.

The adjusted toll bridge volumes from 2012 through 2017 show a general trend of westbound toll volumes increasing at an average rate of 1.53% while the total unadjusted toll bridge volumes show an estimated 2.64% increase in the past three years. After overall volume increases from 2014 to 2016, the 2017 overall adjusted toll bridge volumes in the toll direction experienced a 0.05% increase compared to 2016 volumes. All toll bridges experienced a decline in the adjusted traffic volumes in the toll direction in 2017 with the exception of four bridges, the Trenton-Morrisville Bridge, the New Hope-Lambertville Bridge, the I-78 Bridge, and the Delaware Water Gap Bridge. Those three bridges saw increases between 0.2% and 0.7%. The adjusted truck volumes in the toll direction experienced an overall 2.83% increase over the last five years with all truck classifications experience an increase in volumes except for 7-axle trucks, which saw a 10.80% reduction in overall volume. Truck volumes continued to see an overall increase with a 2.07% increase from 2016 to 2017.

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 continue to recover in 2017 with a 2.2% increase on both bridges over the past three 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 2016, the Milford-Montague Toll Bridge has continued to recover and reached a seven year high, while the New Hope-Lambertville and Easton-Phillipsburg Toll Bridge have stabilized and began to recover. Toll volumes on the Trenton-Morrisville Toll Bridge have consistently grown since the recession in 2008, reaching a ten year high in 2017. The Interstate 78 Toll Bridge, which had also seen consistent growth since the recession in 2008, has continued to grow in 2017.

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 developed in order to be applied to the adjusted 2017 toll volumes for each vehicle type on each toll bridge to project the year 2018 volumes. Short term (last 3 years) and long term (last 7 years) growth patterns were taken into account in developing the growth factors.

During 2018, the Scudder Falls Bridge Replacement construction project is expected to divert motorists from their usual routes. Some motorists are expected to avoid the construction at Scudder Falls Bridge and use nearby Trenton-Morrisville Toll Bridge. Therefore, the 2018 volume projections reflect an adjustment for this construction project. Using 2017 comparable data, adjustment factors for each vehicle classification have been applied to the Trenton-Morrisville Toll Bridge. It is anticipated that 286,027 vehicles will be diverted from the Scudder Falls Toll Supported Bridge to the Trenton-Morrisville Toll Bridge in the toll direction in 2018.

On June 1st, 2017, the toll rate for RVs with trailer or car in tow changed to \$4 per axle rate, which is the same as heavy trucks. With the change in rate for RVs with trailer or car in tow, there was a change in truck volume distribution between 2-axle, 3-axle, 4-axle, and 5-axle trucks. 2-axle and 3-axle RVs with trailer or car in tow are now classified as 3-axle, 4-axle, or 5-axle trucks based on the number of axles that are in tow. Using comparable 2017 data,

adjustments were applied to the 2-axle, 3-axle, 4-axle, and 5-axle truck classifications for all toll bridges due to the change in tolls. This adjustment does not result in an overall change in total volume. It is estimated that this change in toll rates for RVs with trailer or car in tow resulted in a decrease of 68,401 2-axle trucks, and an increase of 6,953 3-axle trucks, 42,801 4-axle trucks, and 18,647 5-axle trucks in the toll direction. The adjustment factors for the shift in trucks were then applied to the 2018 projected volumes. It is anticipated that 2018 will see a decrease of 118,763 2-axle trucks, and an increase of 12,980 3-axle trucks, 72,784 4-axle trucks, and 32,999 5-axle trucks in the toll direction.

The following toll structures were applied to the projected 2018 traffic volumes to determine the projected 2018 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 2017, 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 2017 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 2017 toll volumes and revenues for each bridge with the projected 2018 toll volumes and revenues. The total 2018 projected toll revenue was calculated by projecting toll revenue for 2018 using the projected traffic volumes and calculated average 2017 toll rates at each bridge. As indicated, overall toll traffic volumes are projected to increase by 212,102 vehicles. Accordingly, revenues are projected to increase by approximately \$1,763,041.57 (1.36%).

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 2017. The calculated Debt Service Coverage Ratio for 2017 is 2.08. The requirement that the Net Revenue for the preceding fiscal year be greater than 130% of the Annual Debt Service was met. The Commission’s resolution to maintain a minimum Debt Service Coverage Ratio of 1.50 was also met.

Table 22 lists the projected revenues and expenditures for the year 2018. The sum of year 2018 projected toll bridge revenues is \$136,164,426.85, the projected Net Revenue is \$67,929,474.85, and the Annual Debt Service is \$36,472,403.38. Comparing the projected Net Revenue to the Annual Debt Service, the projected Net Revenue is 186% of the Annual Debt Service (Debt Service Coverage Ratio of 1.86). The requirement that the Net Revenue for the preceding fiscal year be greater than 130% of the Annual Debt Service is met. The Commission’s resolution to maintain a minimum Debt Service Coverage Ratio of 1.50 is also met.



Table 23 provides a comparison of the following: revenues, expenditures, and Debt Service Coverage Ratios for the 2017 projected toll volumes (from the 2016 Traffic Engineering Report), the actual 2017 toll volumes, and the 2018 projected toll volumes. As indicated, the actual 2017 volumes were 0.2% lower than the 2017 projections.



Table 1 - 2012 Toll Supported Bridge Volumes

Month	Lower Trenton ^{5,6,7,8,11}	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}	Uhlertown-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 2 - 2013 Toll Supported Bridge Volumes

Month	Lower Trenton	Calhoun Street	Scudder Falls ^{13, 17}	Washington Crossing ^{3, 4, 8, 10, 14}	New Hope-Lambertville ¹⁸	Centre Bridge-Stockton ^{6, 11, 15}	Ulverstown-Frenchtown	Upper Black Eddy-Milford	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 3 - 2014 Toll Supported Bridge Volumes

Month	Lower Trenton ^{5, 15, 16, 19}	Calhoun Street ^{17, 20}	Scudder Falls ^{1, 6, 10, 21, 22}	Washington Crossing ^{2, 7, 11}	New Hope-Lambertville ^{3, 8, 12, 14}	Centre Bridge-Stockton ^{4, 9}	Unlerstown-Frenchtown ¹⁸	Upper Black Eddy-Milford	Riegelsville	Northampton Street	Riverton-Belvidere	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 4 - 2015 Toll Supported Bridge Volumes

Month	Lower Trenton ^{1, 5, 7, 10, 12, 15, 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}	Unlertown-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 5 - 2016 Toll Supported Bridge Volumes

Month	Lower Trenton ³	Calhoun Street ¹³	Scudder Falls ^{8, 14, 16, 18, 22, 26, 30}	Washington Crossing ^{7, 9, 10, 12, 14, 17, 19, 23, 27, 31}	New Hope-Lambertville ^{2, 5, 20, 28, 32}	Centre Bridge-Stockton ^{18, 24, 24, 28}	Uhlerstown-Frenchtown	Upper Black Eddy-Milford	Riegelsville	Northampton Street ²⁵	Riverton-Belvidere	Total
January	413,128	487,419	1,685,535	191,725	329,126	115,096	105,297	99,914	88,754	545,485	120,113	4,181,592
February	406,614	472,030	1,713,515	188,306	377,946	114,602	104,840	96,356	88,395	543,510	118,303	4,224,417
March	431,844	547,279	1,836,367	224,098	396,076	132,117	129,676	114,083	102,962	619,076	138,094	4,671,672
April	434,170	539,164	1,852,400	229,991	404,580	140,625	131,783	104,321	104,441	610,023	137,115	4,688,613
May	462,786	562,880	1,903,617	247,991	425,356	146,298	146,385	116,495	109,762	624,494	145,224	4,891,288
June	482,837	565,905	1,911,111	239,314	436,988	151,910	148,302	124,580	113,653	617,102	144,360	4,936,062
July	493,990	561,460	1,826,439	237,498	445,360	145,583	149,302	125,271	116,049	629,082	144,855	4,874,889
August	493,674	546,340	1,909,386	250,774	432,949	160,515	145,685	120,943	114,075	617,089	143,873	4,935,303
September	467,287	542,042	1,828,913	252,415	409,372	153,147	142,878	118,860	104,715	574,013	139,516	4,733,157
October	469,855	525,574	1,930,354	257,466	421,441	154,140	142,246	112,945	104,651	587,031	141,114	4,846,816
November	444,548	499,155	1,880,559	215,885	397,668	134,951	126,200	109,875	98,187	542,444	127,388	4,576,860
December	451,915	512,132	1,806,287	208,281	394,553	131,983	122,808	102,713	100,343	559,268	126,107	4,516,390
Total	5,452,648	6,361,380	22,084,483	2,743,743	4,871,416	1,680,965	1,595,402	1,346,356	1,245,987	7,068,617	1,626,062	56,077,059

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

- (1) Counter down 1-1-16 to 1-19-16. Data interpolated
- (2) Counter down 1-1-16 to 1-14-16. Data Interpolated.
- (3) Counter down 2-19-16 to 2-23-16. Data interpolated.
- (4) Counter down 2-1-16 to 2-29-16. 2015 data interpolated and increased by 12.5%.
- (5) Counter down 2-1-16 to 2-29-16. 2015 data increased by 5.0%.
- (6) Counter down 3-1-16 to 3-9-16 & 3-28-16 to 3-31-16. Data interpolated.
- (7) Counter down 3-1-16 to 3-31-16. 2015 data interpolated and increased by 12.6%.
- (8) Counter down 4-1-16 to 4-8-16. Data interpolated.
- (9) Counter down 4-1-16 to 4-30-16. Data interpolated & increased by 4%.
- (10) Counter down 5/1/16 - 5/5/16. Data interpolated..
- (11) Counter down 6-1-16 to 6-4-16. Data interpolated.
- (12) Counter down 6-1-16 to 6-30-16. Data interpolated & increased by 3.75%.
- (13) Counter down 7-25-16 to 7-31-16 Data interpolated.
- (14) Counter down 7-1-16 to 7-31-16. 2015 data interpolated.
- (15) Counter down 8-1-16 to 8-8-16. Data interpolated.
- (16) Counter down 8-26-16 to 8-31-16. Data interpolated.
- (17) Counter down 8-1-16 to 8-31-16. 2014 data interpolated and increased by 4.5%.
- (18) Counter down 8-1-16 to 8-31-16. 2015 data interpolated and decreased by 3.0%.
- (19) Counter down 9-1-16 to 9-30-16. 2015 data interpolated & increased by 4.0%.
- (20) Counter down 9-1-16 to 9-30-16. 2015 data interpolated & decreased by -2.0%.
- (21) Counter down 9-1-16 to 9-30-16. 2015 data interpolated & decreased by -2.0%.
- (22) Counter down 10-1-16 to 10-31-16. 2015 data interpolated & increased by 3.5%.
- (23) Counter down 10-1-16 to 10-31-16. 2015 data interpolated & increased by 3.5%.
- (24) Counter down 10-1-16 to 10-31-16. 2014 data interpolated.
- (25) Counter down 10-16-16 to 10-31-16. Data interpolated.
- (26) Counter down, used Nov. 2015 data and increased by 3.96%
- (27) Counter down, used Nov. 2015 data and increased by 3.96%.
- (28) Counter down 11/21/16 - 11/30/16, data interpolated.
- (29) Counter down, used Nov. 2015 data and decreased by 2.29%
- (30) Counter down 12-1-16 to 12-31-16. 2015 data interpolated.
- (31) Counter down 12-1-16 to 12-31-16. 2015 data interpolated.
- (32) Counter down 12-1-16 to 12-31-16. 2015 data interpolated and decreased by 6.0%.
- (33) Counter down 12-1-16 to 12-31-16. 2015 data interpolated and decreased by 6.0%.



Table 6 - 2017 Toll Supported Bridge Volumes

Month	Lower Trenton	Calhoun Street	Scudder Falls ¹	Washington Crossing ³	New Hope-Lambertville	Centre Bridge-Stockton	Uhlerstown-Frenchtown	Upper Black Eddy-Milford	Riegelsville	Northampton Street ²	Riverton-Belvidere	Total
January	441,068	487,759	1,760,371	164,802	391,982	114,283	114,820	104,279	90,129	536,732	119,620	4,325,845
February	434,828	485,466	1,686,423	159,997	356,677	106,160	119,457	98,340	85,712	576,877	134,551	4,244,488
March	465,811	521,347	1,804,646	169,155	382,710	120,956	129,805	102,045	92,177	589,618	152,466	4,530,736
April	466,585	509,789	1,820,751	185,248	410,708	145,931	140,030	111,304	102,423	588,406	168,656	4,649,831
May	491,325	510,749	1,874,788	196,032	435,433	156,464	144,449	117,575	105,696	540,153	173,942	4,746,606
June	492,695	506,457	1,866,923	197,690	451,042	161,131	133,807	117,105	108,683	544,001	171,481	4,751,015
July	488,261	485,475	1,788,722	189,485	425,284	163,373	150,857	114,490	108,674	539,497	160,015	4,614,133
August	491,902	511,159	1,870,566	191,718	381,959	159,334	142,075	113,577	107,782	607,523	154,803	4,732,398
September	466,429	498,926	1,736,494	186,726	374,584	151,077	129,981	107,307	102,183	574,116	145,091	4,472,914
October	471,706	505,793	1,834,498	194,007	391,610	150,498	148,744	110,526	102,940	582,054	156,631	4,649,007
November	444,418	491,399	1,746,968	177,906	376,271	135,072	140,451	102,870	95,509	556,951	143,457	4,411,272
December	440,955	496,522	1,673,015	163,990	408,132	129,081	119,748	102,903	96,370	578,218	144,331	4,353,265
Total	5,595,983	6,010,841	21,464,166	2,176,756	4,786,392	1,693,360	1,614,224	1,302,321	1,198,278	6,814,146	1,825,044	54,481,510

Note Estimated figures due to adjustments shown in red. Data interpolated from 2016 and available 2017 volumes.

(1) New counter not recording correct NB LL traffic. 2015/16 data interpolated and increased by 17%.

(2) Counter down in the EB RL from 1-1-17 to 1-15-17. 2015 data interpolated

(3) Error with counter on 7-18-17. Data interpolated.



Table 7 - 2012 Unadjusted 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 8 - 2013 Unadjusted 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 9 - 2014 Unadjusted 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 10 - 2015 Unadjusted 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 11 - 2016 Unadjusted 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	8,406,934	1,840,799	9,102,926	5,089,420	1,185,340	8,351,245	1,301,165	35,277,829
2-axle truck	230,021	58,223	276,044	128,788	27,388	158,796	25,995	905,255
3-axle truck	96,397	20,779	151,021	37,320	10,494	88,030	3,399	407,440
4-axle truck	93,820	9,337	190,711	33,674	24,133	93,805	2,122	447,602
5-axle truck	174,128	32,653	2,243,050	124,949	33,178	1,066,350	8,013	3,682,321
6-axle truck	1,064	1,213	69,253	1,523	299	30,578	82	104,012
7-axle truck	84	46	6,775	36	22	1,767	11	8,741
special permit	2	1	10	-	-	13	-	26
Total	9,002,450	1,963,051	12,039,790	5,415,710	1,280,854	9,790,584	1,340,787	40,833,226



Table 12 - 2017 Unadjusted 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	8,792,379	1,851,362	8,960,571	5,052,071	1,182,950	8,340,246	1,272,963	35,452,542
2-axle truck	178,084	43,800	302,155	84,107	18,402	190,428	17,630	834,606
3-axle truck	117,937	20,706	195,795	37,038	9,232	121,285	3,944	505,937
4-axle truck	105,696	8,507	217,754	31,129	27,739	123,696	3,175	517,696
5-axle truck	233,724	35,319	2,270,796	127,787	34,608	1,002,276	9,206	3,713,716
6-axle truck	2,113	1,090	72,822	1,351	458	32,774	100	110,708
7-axle truck	206	40	3,260	37	17	852	19	4,431
special permit	-	-	1	-	-	-	-	1
Total	9,430,139	1,960,824	12,023,154	5,333,520	1,273,406	9,811,557	1,307,037	41,139,637



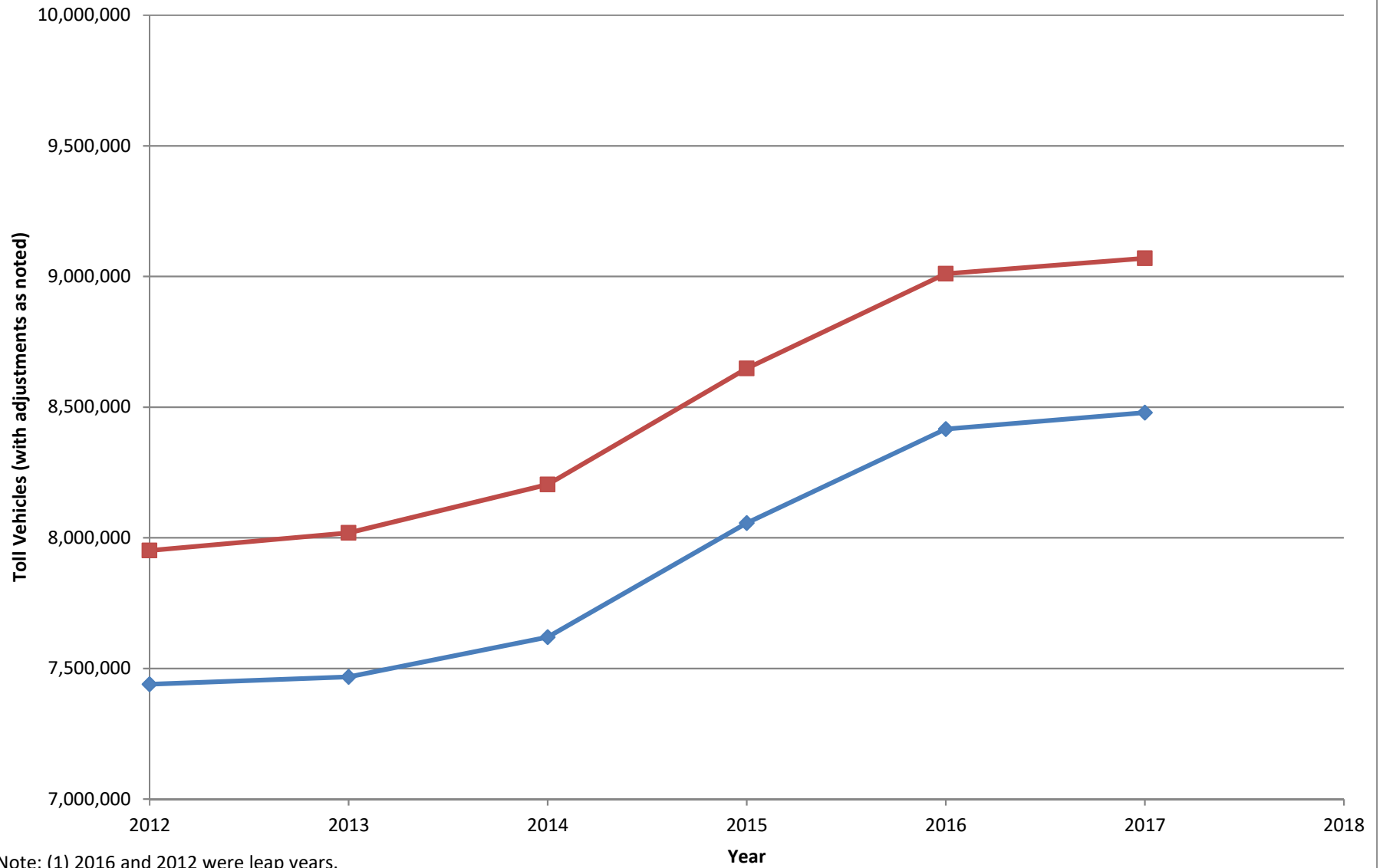
Table 13: Trenton-Morrisville Toll Bridge Volume and Revenue Projections

class	2012 adjusted volume ¹	2013 adjusted volume ²	2014 adjusted volume ³	2015 adjusted volume ⁴	2016 adjusted volume ⁵	2017 adjusted volume ⁶	factor from 2017 to 2018	2018 base volume (projected)	2018 total adjustment volume (projected) ⁷
1 - passenger car	7,439,507	7,467,791	7,620,214	8,057,047	8,416,055	8,479,196	1.01	8,521,592	261,342
2 - 2-axle truck	202,662	212,161	223,642	227,869	229,718	181,739	1.10	199,913	(29,198)
3 - 3-axle truck	64,835	80,413	83,634	85,117	95,797	100,269	0.98	98,264	22,236
4 - 4-axle truck	59,646	70,723	85,440	90,267	93,072	98,291	1.04	102,223	5,678
5 - 5-axle truck	182,898	185,706	189,642	186,095	175,317	208,227	0.95	197,816	25,890
6 - 6-axle truck	1,966	1,847	1,739	1,375	1,063	1,915	0.90	1,723	70
7 - 7-axle truck	35	47	94	117	84	185	0.80	148	9
8 - special permit	-	-	-	-	2	-	0.00	-	-
total toll vehicles	7,951,550	8,018,688	8,204,405	8,647,887	9,011,109	9,069,822	1.01	9,121,678	286,027

¹Reflects 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.
²Reflects adjustment for 11-9 Half Marathon (-2,274 vehicles)
³Reflects 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)
⁴Reflects 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)
⁵Reflects leap year adjustment, adjustment for drop in toll traffic during the snow storm events in January - March 2016 and adjustment for 10-29 Half Marathon
⁶Reflects adjustment for the Delaware River Turnpike Bridge Closure from 1/20/17 to 3/9/17; adjustment for the Scudder Falls Bridge Replacement project, adjustment for 10-28 Half Marathon, adjustment for drop in toll traffic during the snow storm events in February - March 2017, and adjustment for the change in toll rates effective on June 1, 2017
⁷Reflects adjustment for increase in toll traffic due to the Scudder Falls Bridge Replacement Project and the change in toll rates for RVs with car or trailer in tow effective on June 1, 2017

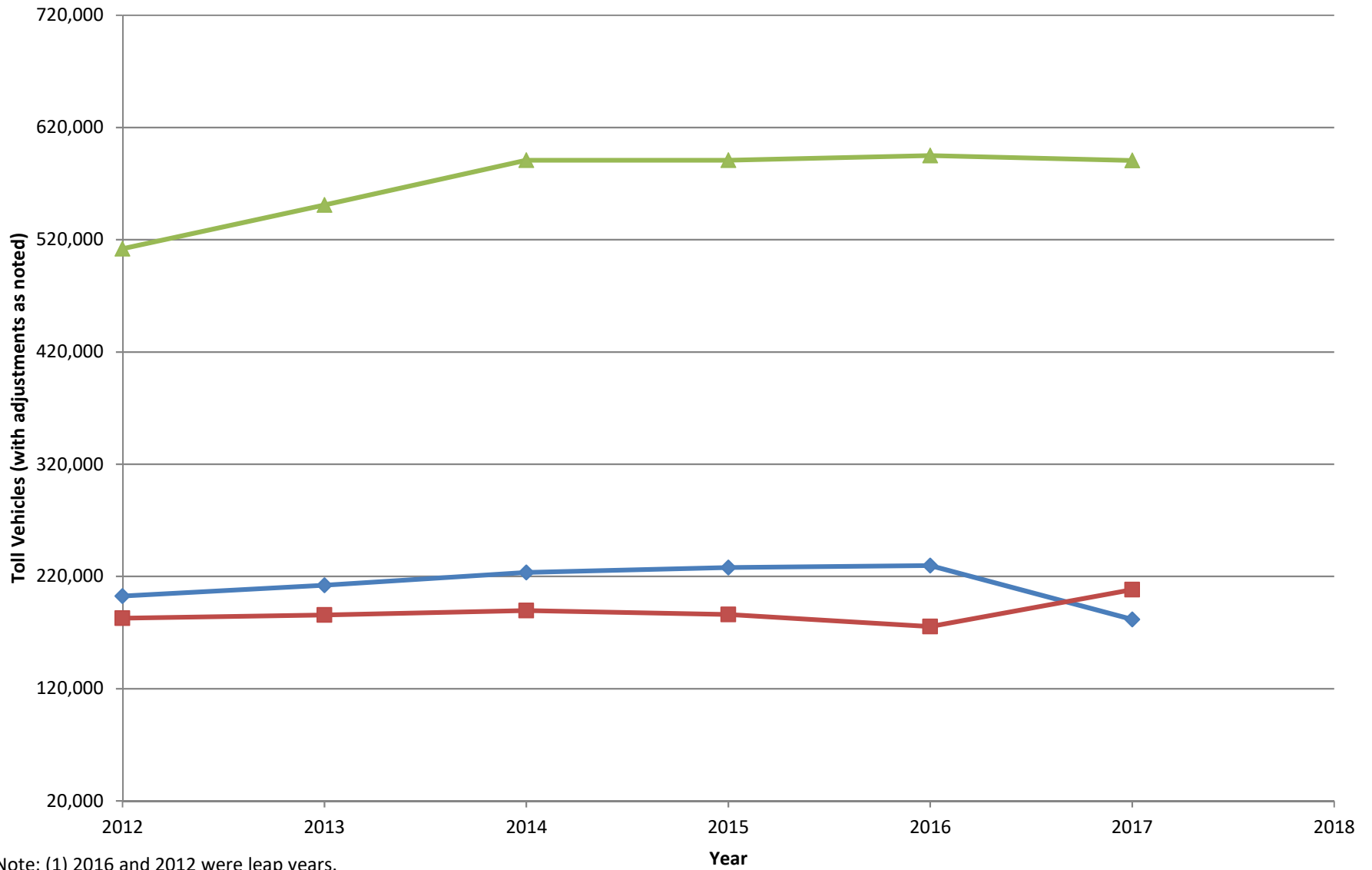
class	2017 Unadjusted Volume	2017 net revenue	2017 average toll rate	2018 total volume (Projected)	2018 Total revenue (Projected)
1 - passenger car	8,792,379	\$ 8,558,297.38	0.97	8,782,933	\$ 8,519,445.26
2 - 2-axle truck	178,084	\$ 1,149,413.20	6.45	170,715	\$ 1,101,111.61
3 - 3-axle truck	117,937	\$ 1,403,787.60	11.90	120,500	\$ 1,433,946.55
4 - 4-axle truck	105,696	\$ 1,672,460.80	15.82	107,901	\$ 1,706,996.31
5 - 5-axle truck	233,724	\$ 4,588,686.00	19.63	223,706	\$ 4,391,356.40
6 - 6-axle truck	2,113	\$ 49,622.41	23.48	1,793	\$ 42,102.63
7 - 7-axle truck	206	\$ 5,839.60	28.35	157	\$ 4,451.14
8 - special permit	0	\$ -	-	0	\$ -
Totals	9,430,139	\$ 17,428,106.99		9,407,706	\$17,199,409.90

Figure 13A: Trenton-Morrisville TB Toll Vehicles



◆ Passenger Cars ■ Total Toll Vehicles

Figure 13B: Trenton-Morrisville TB Toll Trucks



Note: (1) 2016 and 2012 were leap years.
(2) On June 1, 2017, the Commission changed the classification of RVs with trailer or car in tow.

◆ 2-Axle Trucks ■ 5-Axle Trucks ▲ Total Trucks



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

class	2012 adjusted volume ¹	2013 volume	2014 adjusted volume ²	2015 adjusted volume ³	2016 adjusted volume ⁴	2017 adjusted volume ⁵	factor from 2017 to 2018	2018 base volume (projected)	2018 total adjustment volume (projected) ⁶
1 - passenger car	1,777,779	1,814,421	1,860,302	1,852,174	1,845,983	1,862,974	1.000	1,862,974	-
2 - 2-axle truck	56,489	61,816	59,326	58,392	58,295	48,123	1.100	52,935	(7,419)
3 - 3-axle truck	18,535	18,863	19,185	18,900	20,795	21,396	1.000	21,396	(1,032)
4 - 4-axle truck	8,299	8,328	8,394	8,394	9,357	6,364	1.100	7,000	4,082
5 - 5-axle truck	28,646	29,138	31,853	32,479	32,679	33,215	1.010	33,547	4,368
6 - 6-axle truck	551	562	670	872	1,223	1,096	1.000	1,096	-
7 - 7-axle truck	47	50	49	60	46	40	1.000	40	-
8 - special permit	-	-	-	1	-	-	0.000	-	-
total toll vehicles	1,890,347	1,933,178	1,979,779	1,971,828	1,968,378	1,973,208	1.003	1,978,989	(0)

¹Reflects Leap Year adjustment and adjustment for significant drop in toll traffic during Hurricane Sandy.
²Reflects adjustment for significant drop in toll traffic during the snow storm events in January - March 2014
³Reflects adjustment for significant drop in toll traffic during the snow storm events in January - March 2015 (+8,253 vehicles)
⁴Reflects leap year adjustment, adjustment for significant drop in toll traffic during the snow storm events in January - March 2016
⁵Reflects adjustment for significant drop in toll traffic during the snow storm events in February - March 2017, and adjustment for change in toll rates effective on June 1, 2017
⁶Reflects adjustment for the change in toll rates for RVs with car or trailer in tow effective on June 1, 2017

class	2017 Unadjusted Volume	2017 net revenue	2017 average toll rate	2018 total volume (Projected)	2018 Total revenue (Projected)
1 - passenger car	1,851,362 \$	1,785,939.81 \$	0.96	1,862,974 \$	1,788,455.38
2 - 2-axle truck	43,800 \$	282,626.50 \$	6.45	45,516 \$	293,580.49
3 - 3-axle truck	20,706 \$	246,576.00 \$	11.91	20,364 \$	242,539.80
4 - 4-axle truck	8,507 \$	132,528.00 \$	15.58	11,083 \$	172,666.29
5 - 5-axle truck	35,319 \$	694,846.00 \$	19.67	37,915 \$	745,780.79
6 - 6-axle truck	1,090 \$	24,825.60 \$	22.78	1,096 \$	24,972.96
7 - 7-axle truck	40 \$	1,114.40 \$	27.86	40 \$	1,116.74
8 - special permit	0 \$	- \$	-	0 \$	-
Totals	1,960,824 \$	3,168,456.31		1,978,989	\$3,269,112.46

Figure 14A: New Hope-Lambertville TB Toll Vehicles

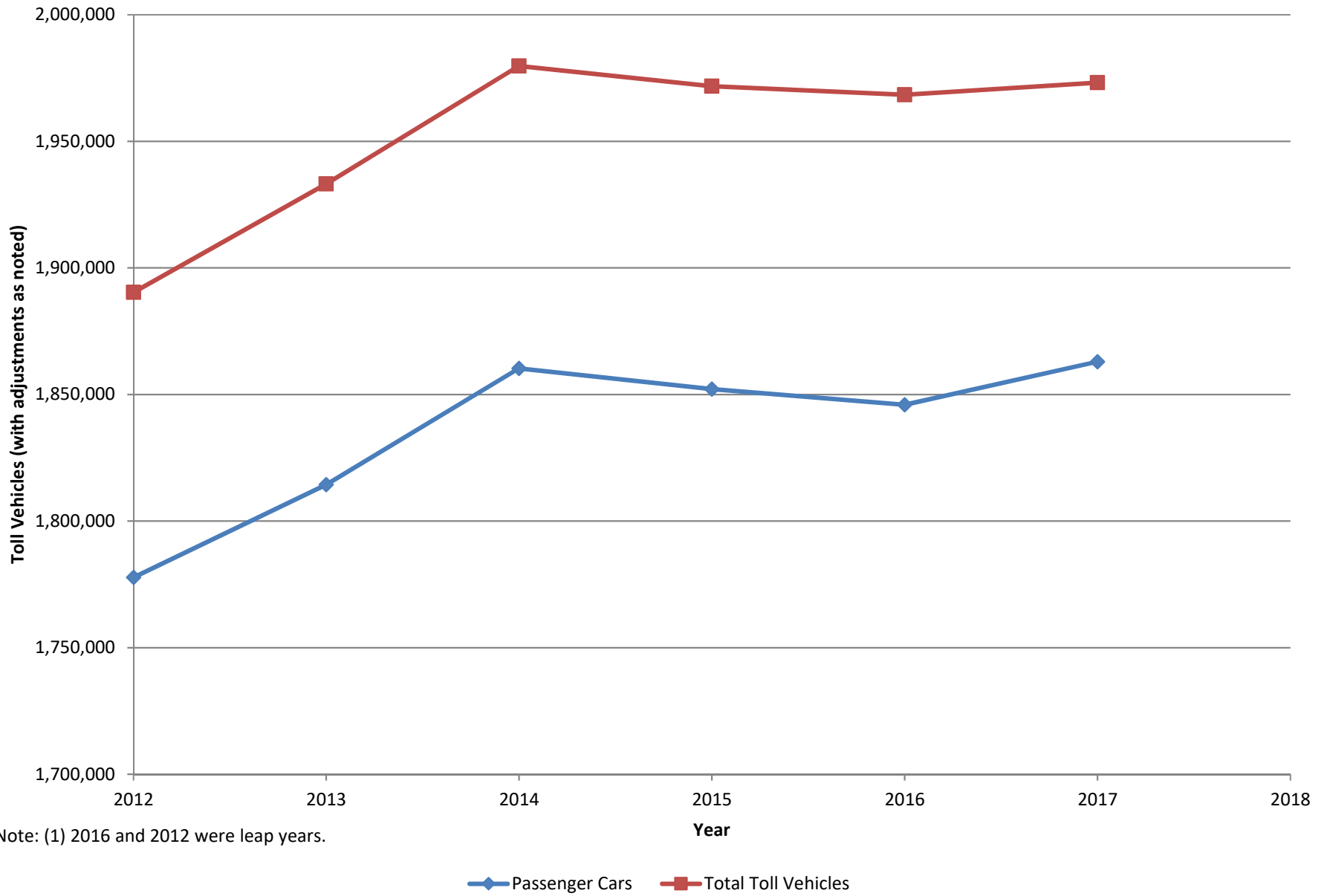
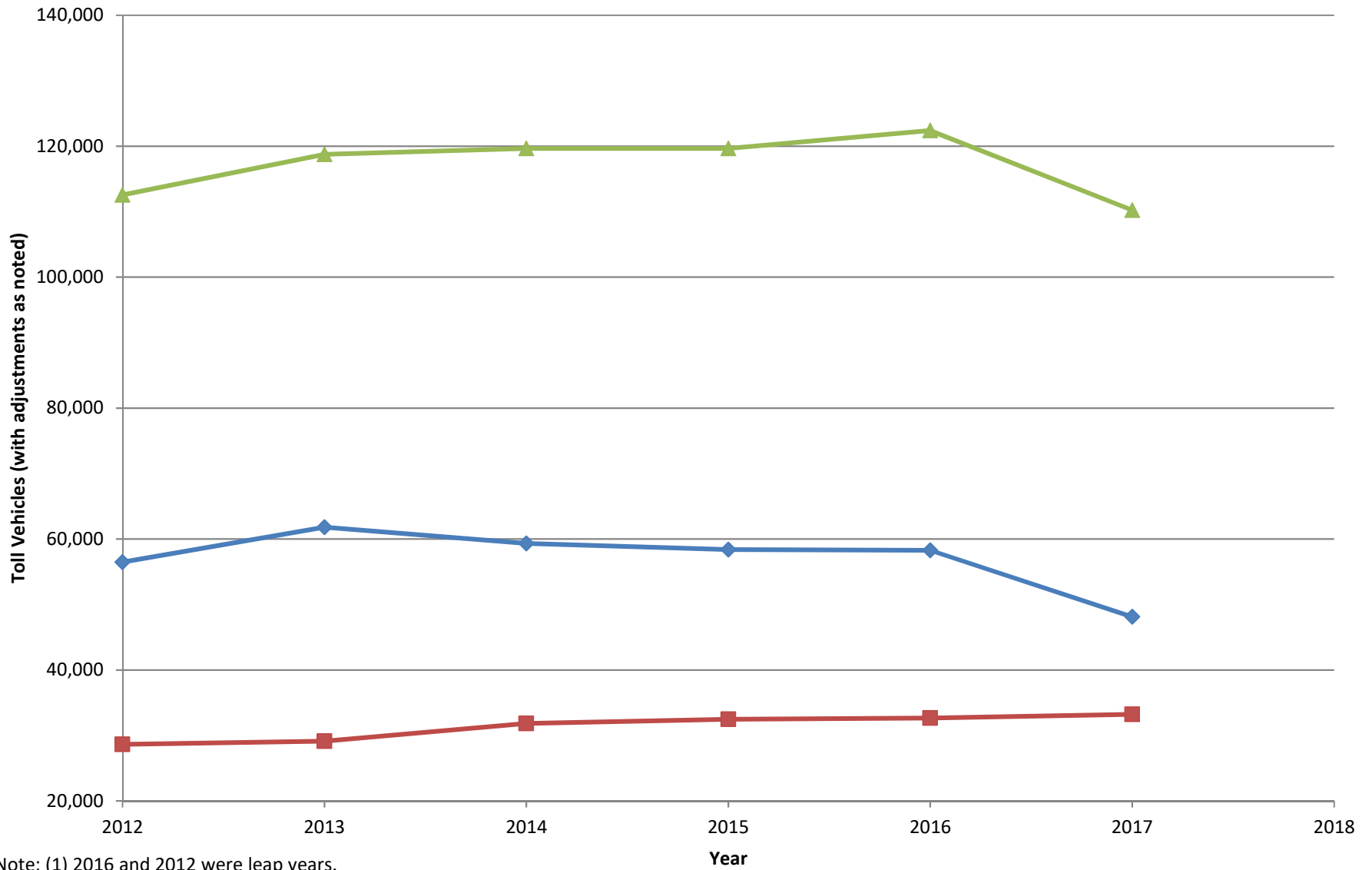


Figure 14B: New Hope-Lambertville TB Toll Trucks



Note: (1) 2016 and 2012 were leap years.
(2) On June 1, 2017, the Commission changed the classification of RVs with trailer or car in tow.

◆ 2-Axle Trucks ■ 5-Axle Trucks ▲ Total Trucks



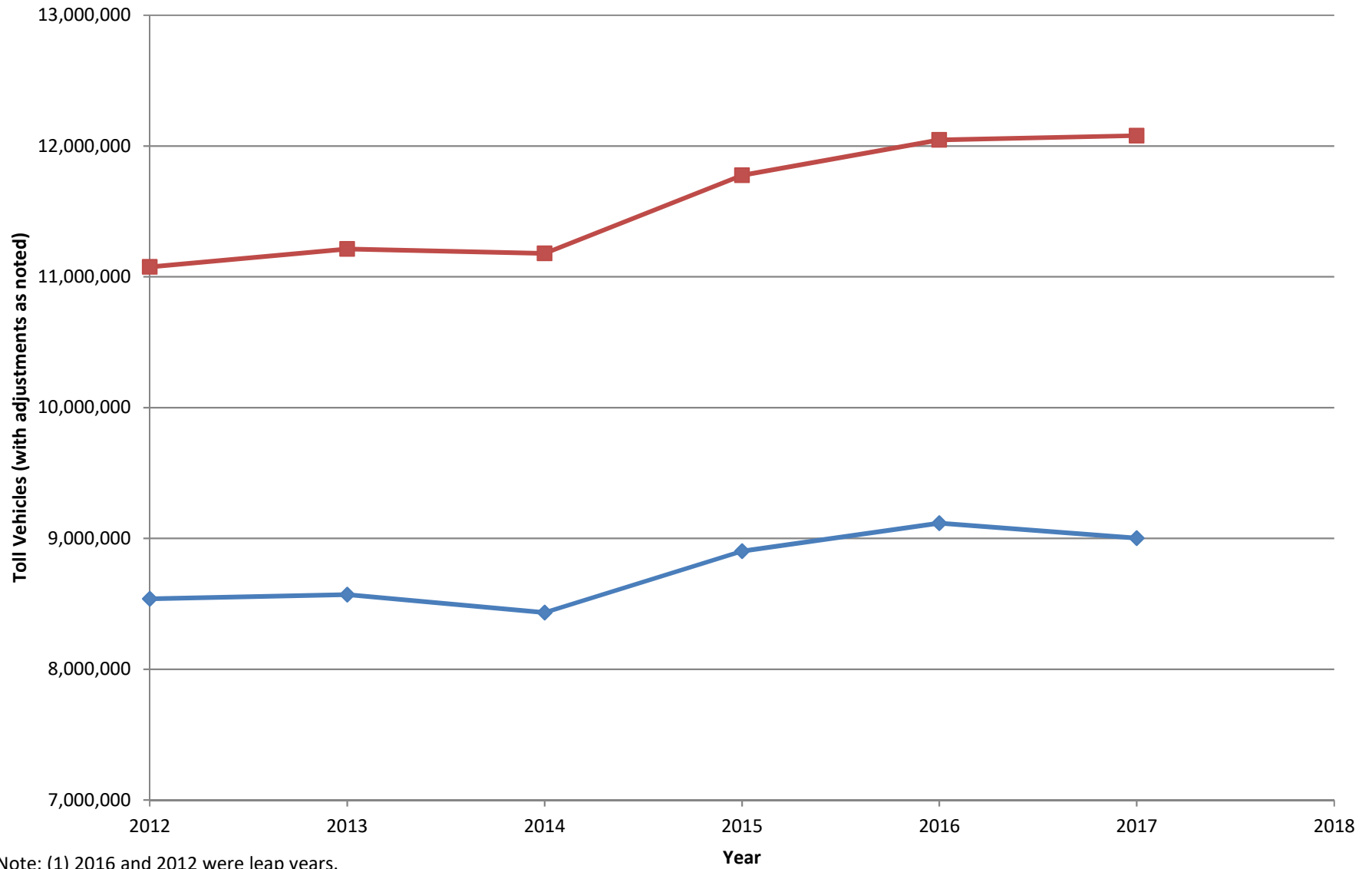
Table 15: Interstate 78 Toll Bridge Volume and Revenue Projections

class	2012 adjusted volume ¹	2013 adjusted volume ²	2014 adjusted volume ³	2015 adjusted volume ⁴	2016 adjusted volume ⁵	2017 adjusted volume ⁶	factor from 2017 to 2018	2018 base volume (projected)	2018 total adjustment volume (projected) ⁷
1 - passenger car	8,538,708	8,570,571	8,433,303	8,903,526	9,116,612	9,001,533	1.010	9,091,548	-
2 - 2-axle truck	237,761	248,831	257,290	268,661	275,388	321,662	0.970	312,013	(30,947)
3 - 3-axle truck	124,417	137,726	138,645	149,362	150,601	203,374	0.940	191,172	(11,666)
4 - 4-axle truck	137,004	155,954	179,434	195,545	189,812	196,964	1.000	196,964	37,465
5 - 5-axle truck	1,973,864	2,025,129	2,094,257	2,182,575	2,239,250	2,279,621	1.020	2,325,213	5,147
6 - 6-axle truck	57,308	66,623	67,426	69,249	69,091	73,196	1.000	73,196	-
7 - 7-axle truck	6,178	8,243	8,213	7,760	6,745	3,303	1.250	4,128	-
8 - special permit	6	4	-	-	10	1	0.000	-	-
total toll vehicles	11,075,247	11,213,081	11,178,568	11,776,679	12,047,509	12,079,654	1.012	12,194,234	0

¹Reflects Leap Year adjustment and adjustment for significant drop in toll traffic during Hurricane Sandy.
²Reflects adjustment for I-78 Roadway Paving Project and Easton-Phillipsburg Toll Bridge Rehabilitation project
³Reflects adjustment for drop in toll traffic during the snow storm events in January - March 2014 & Easton-Phillipsburg Toll Bridge Rehabilitation project
⁴Reflects adjustment for drop in toll traffic during the snow storm events in January - March 2015 (+39,568 vehicles)
⁵Reflects leap year adjustment, adjustment for drop in toll traffic during the snow storm events in January - March 2016
⁶Reflects adjustment for drop in toll traffic during the snow storm events in February - March 2017, and adjustment for change in toll rates effective on June 1, 2017
⁷Reflects adjustment for the change in toll rates for RVs with car or trailer in tow effective on June 1, 2017

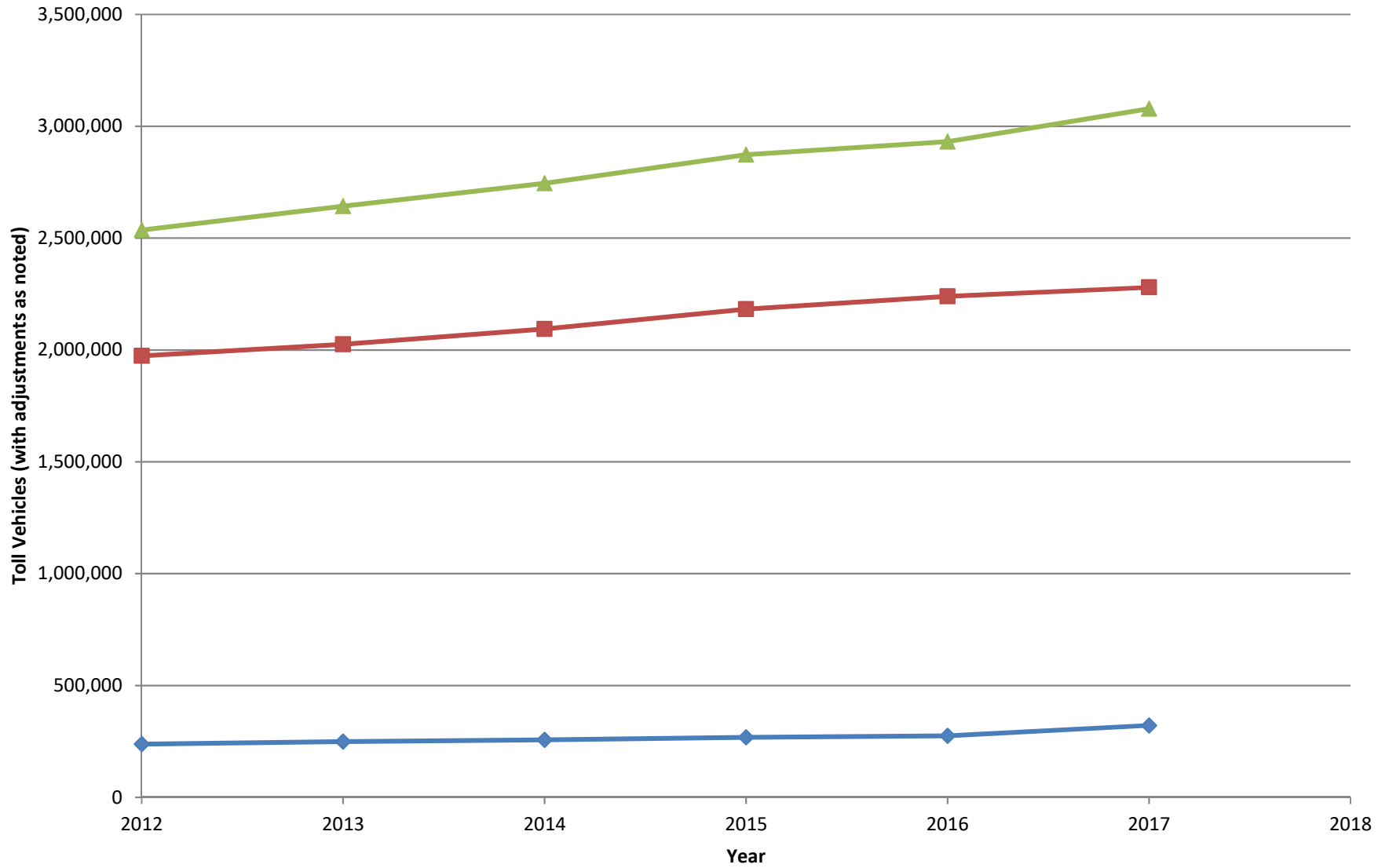
class	2017 Unadjusted Volume	2017 net revenue	2017 average toll rate	2018 total volume (Projected)	2018 Total revenue (Projected)
1 - passenger car	8,960,571	\$ 8,655,604.83	\$ 0.97	9,091,548	\$ 8,818,801.77
2 - 2-axle truck	302,155	\$ 1,942,042.05	\$ 6.43	281,066	\$ 1,807,253.07
3 - 3-axle truck	195,795	\$ 2,309,083.20	\$ 11.79	179,506	\$ 2,116,375.38
4 - 4-axle truck	217,754	\$ 3,408,960.00	\$ 15.66	234,429	\$ 3,671,161.99
5 - 5-axle truck	2,270,796	\$ 44,462,408.00	\$ 19.58	2,330,360	\$ 45,628,449.78
6 - 6-axle truck	72,822	\$ 1,693,660.80	\$ 23.26	73,196	\$ 1,702,542.70
7 - 7-axle truck	3,260	\$ 89,761.60	\$ 27.53	4,128	\$ 113,649.56
8 - special permit	1	\$ 88.30	\$ 88.30	0	\$ -
Totals	12,023,154	\$ 62,561,608.78		12,194,234	\$ 63,858,234.25

Figure 15A: Interstate 78 TB Toll Vehicles



—◆— Passenger Cars —■— Total Toll Vehicles

Figure 15B: Interstate 78 TB Toll Trucks



Note: (1) 2016 and 2012 were leap years.

(2) On June 1, 2017, the Commission changed the classification of RVs with trailer or car in tow.

◆ 2-Axle Trucks ■ 5-Axle Trucks ▲ Total Trucks



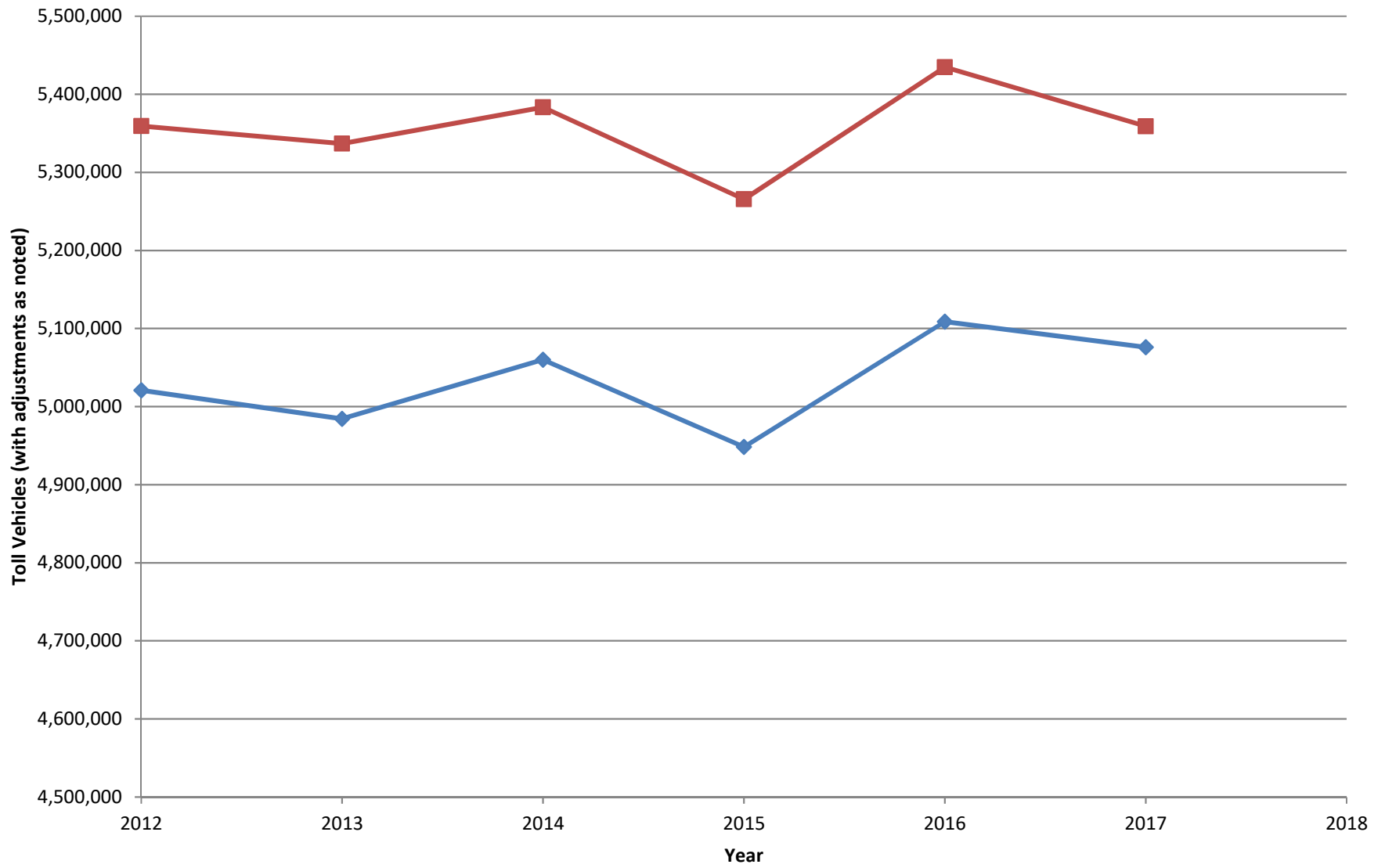
Table 16: Easton-Phillipsburg Toll Bridge Volume and Revenue Projections

class	2012 adjusted volume ¹	2013 adjusted volume ²	2014 adjusted volume ³	2015 adjusted volume ⁴	2016 adjusted volume ⁵	2017 adjusted volume ⁶	factor from 2017 to 2018	2018 base volume (projected)	2018 total adjustment volume (projected) ⁷
1 - passenger car	5,020,886	4,984,421	5,059,917	4,948,361	5,108,723	5,076,044	1.000	5,076,044	-
2 - 2-axle truck	135,092	133,765	135,288	129,353	128,702	91,972	1.200	110,366	(14,998)
3 - 3-axle truck	39,922	41,015	36,362	36,149	37,260	32,855	1.070	35,155	9,043
4 - 4-axle truck	31,938	39,180	33,127	34,284	33,601	31,267	1.070	33,455	-
5 - 5-axle truck	130,070	136,745	117,464	116,234	124,834	125,529	1.010	126,784	5,955
6 - 6-axle truck	1,435	1,792	1,251	1,131	1,522	1,355	1.000	1,355	-
7 - 7-axle truck	41	69	29	34	34	37	1.000	37	-
8 - special permit	3	-	-	-	-	-	0.000	-	-
total toll vehicles	5,359,387	5,336,987	5,383,438	5,265,546	5,434,676	5,359,059	0.991	5,383,197	0

¹Reflects Leap Year adjustment and adjustment for significant drop in toll traffic during Hurricane Sandy.
²Reflects adjustment for I-78 Roadway Paving Project (+30,245 vehicles) and Easton-Phillipsburg Toll Bridge Rehabilitation project (-232,483 vehicles).
³Reflects adjustment for drop in toll traffic during the snow storm events in January - March 2014 & Easton-Phillipsburg Toll Bridge Rehabilitation project
⁴Reflects adjustment for drop in toll traffic during the snow storm events in January - March 2015 (+32,759 vehicles)
⁵Reflects leap year adjustment, adjustment for drop in toll traffic during the snow storm events in January - March 2016
⁶Reflects adjustment for drop in toll traffic during the snow storm events in February - March 2017, and adjustment for change in toll rates effective on June 1, 2017
⁷Reflects adjustment for the change in toll rates for RVs with car or trailer in tow effective on June 1, 2017

class	2017 Unadjusted Volume	2017 net revenue	2017 average toll rate	2018 total volume (Projected)	2018 Total revenue (Projected)
1 - passenger car	5,052,071	\$ 4,903,763.15	0.97	5,076,044	\$ 4,923,762.76
2 - 2-axle truck	84,107	\$ 543,311.60	6.46	95,369	\$ 616,081.98
3 - 3-axle truck	37,038	\$ 439,900.80	11.88	44,198	\$ 525,076.82
4 - 4-axle truck	31,129	\$ 493,856.00	15.86	33,455	\$ 530,600.44
5 - 5-axle truck	127,787	\$ 2,506,688.00	19.62	132,739	\$ 2,604,334.30
6 - 6-axle truck	1,351	\$ 31,960.80	23.66	1,355	\$ 32,056.14
7 - 7-axle truck	37	\$ 1,032.40	27.90	37	\$ 1,034.62
8 - special permit	0	\$ -	-	0	\$ -
Totals	5,333,520	\$ 8,920,512.75		5,383,197	\$9,232,947.07

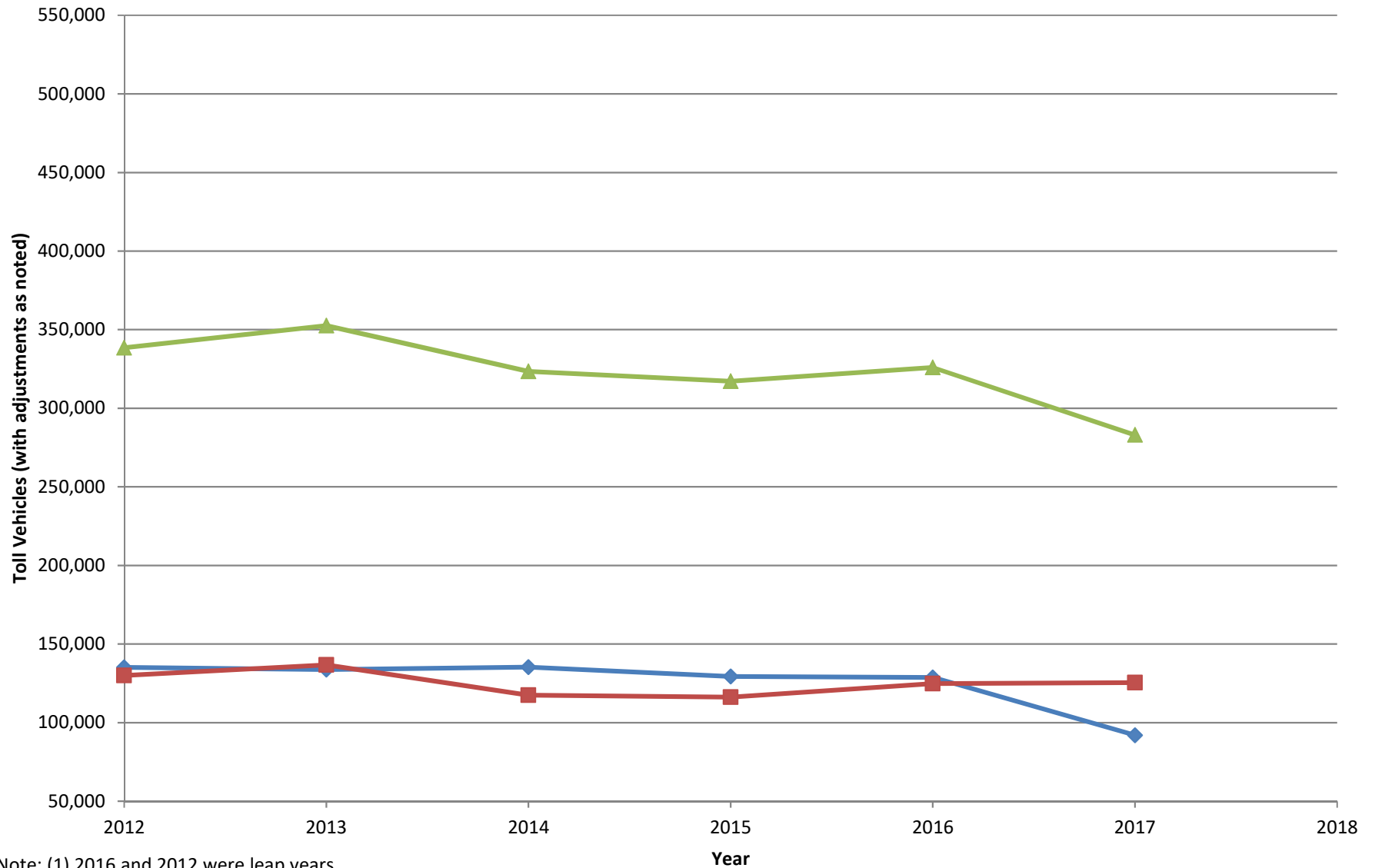
Figure 16A: Easton-Phillipsburg TB Toll Vehicles



Note: (1) 2016 and 2012 were leap years.

◆ Passenger Cars ■ Total Toll Vehicles

Figure 16B: Easton-Phillipsburg TB Toll Trucks



Note: (1) 2016 and 2012 were leap years.

(2) On June 1, 2017, the Commission changed the classification of RVs with trailer or car in tow.

◆ 2-Axle Trucks ■ 5-Axle Trucks ▲ Total Trucks



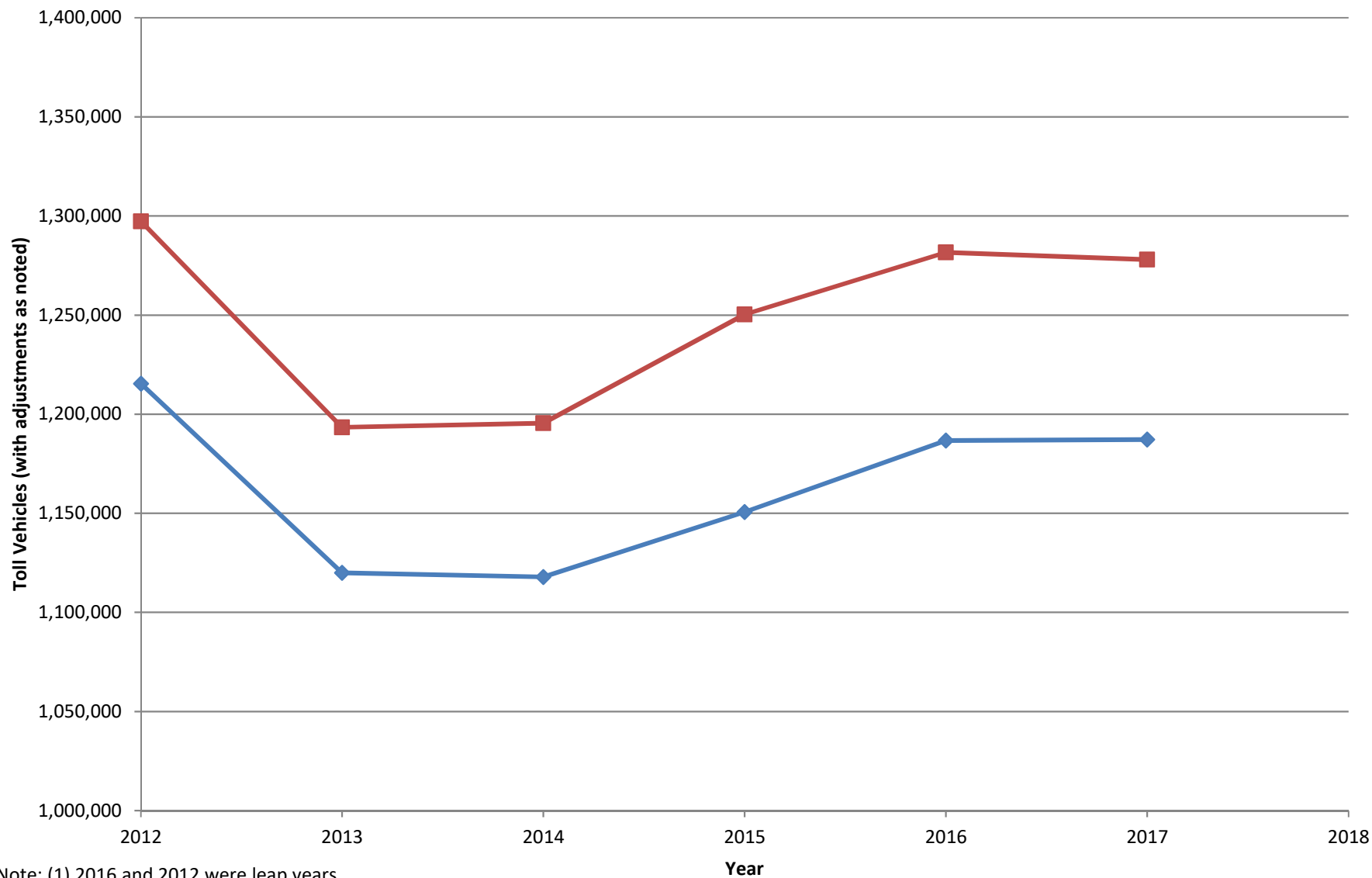
Table 17: Portland-Columbia Toll Bridge Volume and Revenue Projections

class	2012 adjusted volume ¹	2013 volume	2014 adjusted volume ²	2015 adjusted volume ³	2016 adjusted volume ⁴	2017 adjusted volume ⁵	factor from 2017 to 2018	2018 base volume (projected)	2018 total adjustment volume (projected) ⁶
1 - passenger car	1,215,366	1,119,966	1,117,889	1,150,657	1,186,686	1,187,160	0.996	1,182,411	-
2 - 2-axle truck	26,449	25,120	25,525	30,404	27,360	22,979	1.050	24,128	(7,534)
3 - 3-axle truck	14,962	11,067	13,445	14,131	10,460	10,824	1.050	11,365	(2,618)
4 - 4-axle truck	9,953	11,084	9,460	22,205	23,841	22,571	1.000	22,571	8,844
5 - 5-axle truck	29,797	25,886	28,928	32,448	32,927	33,942	1.010	34,281	1,309
6 - 6-axle truck	695	272	235	442	298	460	0.850	391	-
7 - 7-axle truck	-	1	2	65	22	17	1.000	17	-
8 - special permit	-	-	-	-	-	-	1.000	-	-
total toll vehicles	1,297,222	1,193,396	1,195,484	1,250,352	1,281,594	1,277,952	0.995	1,275,164	0

¹Reflects Leap Year adjustment and adjustment for significant drop in toll traffic during Hurricane Sandy.
²Reflects adjustment for significant drop in toll traffic during the snow storm events in January - March 2014
³Reflects adjustment for significant drop in toll traffic during the snow storm events in January - March 2015 (+5,170 vehicles)
⁴Reflects leap year adjustment, adjustment for significant drop in toll traffic during the snow storm events in January - March 2016
⁵Reflects adjustment for drop in toll traffic during the snow storm events in February - March 2017, and adjustment for change in toll rates effective on June 1, 2017
⁶Reflects adjustment for the change in toll rates for RVs with car or trailer in tow effective on June 1, 2017

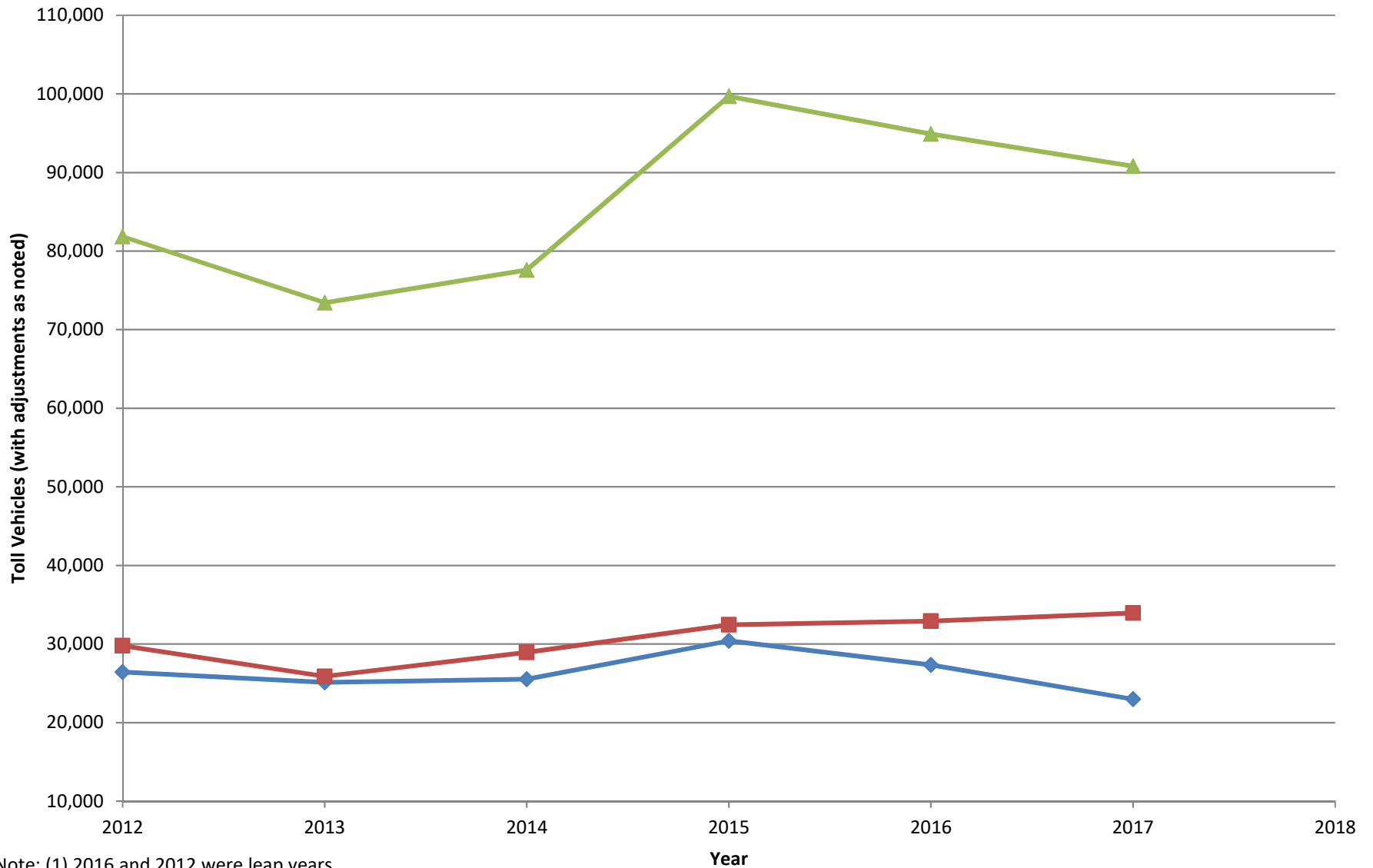
class	2017 Unadjusted Volume	2017 net revenue	2017 average toll rate	2018 total volume (Projected)	2018 Total revenue (Projected)
1 - passenger car	1,182,950	\$ 1,148,036.36	0.97	1,182,411	\$ 1,147,513.43
2 - 2-axle truck	18,402	\$ 118,979.90	6.47	16,594	\$ 107,288.32
3 - 3-axle truck	9,232	\$ 109,933.20	11.91	8,746	\$ 104,149.25
4 - 4-axle truck	27,739	\$ 442,027.20	15.94	31,415	\$ 500,605.78
5 - 5-axle truck	34,608	\$ 684,058.00	19.77	35,590	\$ 703,468.45
6 - 6-axle truck	458	\$ 10,948.80	23.91	391	\$ 9,338.21
7 - 7-axle truck	17	\$ 473.20	27.84	17	\$ 473.93
8 - special permit	0	\$ -	-	0	\$ -
Totals	1,273,406	\$ 2,514,456.66		1,275,164	\$ 2,572,837.37

Figure 17A: Portland-Columbia TB Toll Vehicles



◆ Passenger Cars ■ Total Toll Vehicles

Figure 17B: Portland-Columbia TB Toll Trucks



Note: (1) 2016 and 2012 were leap years.

(2) On June 1, 2017, the Commission changed the classification of RVs with trailer or car in tow.

◆ 2-Axle Trucks ■ 5-Axle Trucks ▲ Total Trucks



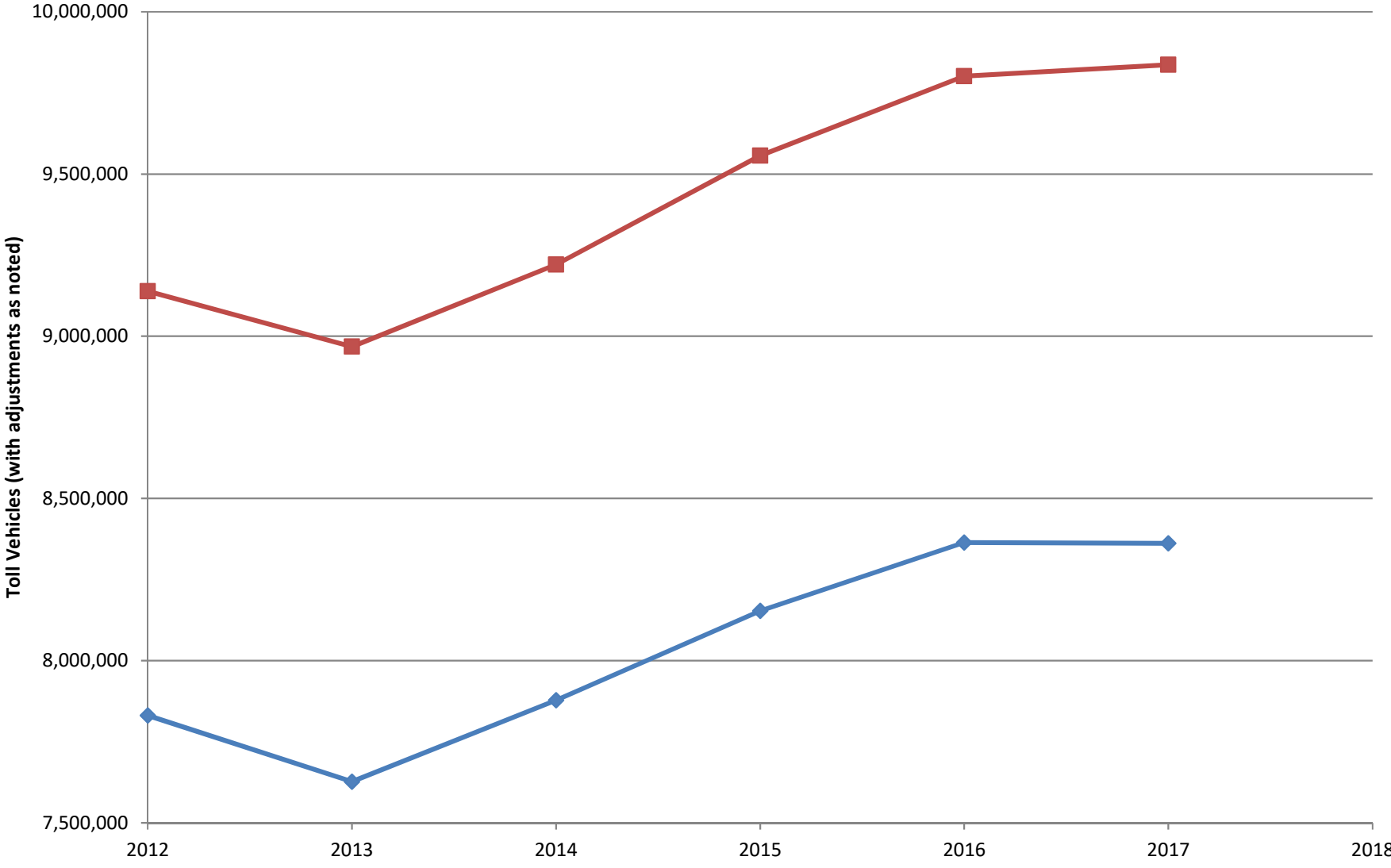
Table 18: Delaware Water Gap (Interstate 80) Toll Bridge Volume and Revenue Projections

class	2012 adjusted volume ¹	2013 adjusted volume ²	2014 adjusted volume ³	2015 adjusted volume ⁴	2016 adjusted volume ⁵	2017 adjusted volume ⁶	factor from 2017 to 2018	2018 base volume (projected)	2018 total adjustment volume (projected) ⁷
1 - passenger car	7,831,260	7,627,097	7,877,827	8,153,337	8,363,739	8,362,073	1.000	8,362,073	-
2 - 2-axle truck	140,502	144,446	145,951	150,542	158,609	202,255	0.850	171,917	(18,723)
3 - 3-axle truck	91,085	86,939	85,761	87,235	87,861	120,442	0.850	102,376	1,792
4 - 4-axle truck	62,846	69,944	73,551	93,549	93,562	112,494	0.900	101,245	18,918
5 - 5-axle truck	983,673	1,005,693	1,007,325	1,041,554	1,065,877	1,006,038	1.030	1,036,220	(1,986)
6 - 6-axle truck	28,051	31,868	28,678	29,105	30,538	32,853	1.020	33,510	-
7 - 7-axle truck	1,574	1,948	2,003	1,795	1,763	857	1.500	1,285	-
8 - special permit	12	23	18	7	13	-	0.000	-	-
total toll vehicles	9,139,001	8,967,958	9,221,114	9,557,124	9,801,961	9,837,013	0.000	9,808,625	(0)

¹Reflects Leap Year adjustment and adjustment for significant drop in toll traffic during Hurricane Sandy.
²Reflects 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)
³Reflects adjustment for drop in toll traffic during the snow storm events in January - March 2014 & Easton-Phillipsburg Toll Bridge Rehabilitation project
⁴Reflects adjustment for drop in toll traffic during the snow storm events in January - March 2015 (+38,714 vehicles)
⁵Reflects leap year adjustment, adjustment for drop in toll traffic during the snow storm events in January - March 2016
⁶Reflects adjustment for drop in toll traffic during the snow storm events in February - March 2017, and adjustment for change in toll rates effective on June 1, 2017
⁷Reflects adjustment for the change in toll rates for RVs with car or trailer in tow effective on June 1, 2017

class	2017 Unadjusted Volume	2017 net revenue	2017 average toll rate	2018 total volume (Projected)	2018 Total revenue (Projected)
1 - passenger car	8,340,246	\$ 8,108,567.23	0.97	8,362,073	\$ 8,129,788.27
2 - 2-axle truck	190,428	\$ 1,223,099.15	6.42	153,194	\$ 983,948.56
3 - 3-axle truck	121,285	\$ 1,427,176.80	11.77	104,167	\$ 1,225,750.25
4 - 4-axle truck	123,696	\$ 1,940,697.60	15.69	120,162	\$ 1,885,258.26
5 - 5-axle truck	1,002,276	\$ 19,653,942.00	19.61	1,034,233	\$ 20,280,601.60
6 - 6-axle truck	32,774	\$ 762,340.80	23.26	33,510	\$ 779,462.68
7 - 7-axle truck	852	\$ 23,703.60	27.82	1,285	\$ 35,748.95
8 - special permit	0	\$ -	-	0	\$ -
Totals	9,811,557	\$ 33,139,527.18		9,808,625	\$ 33,320,558.58

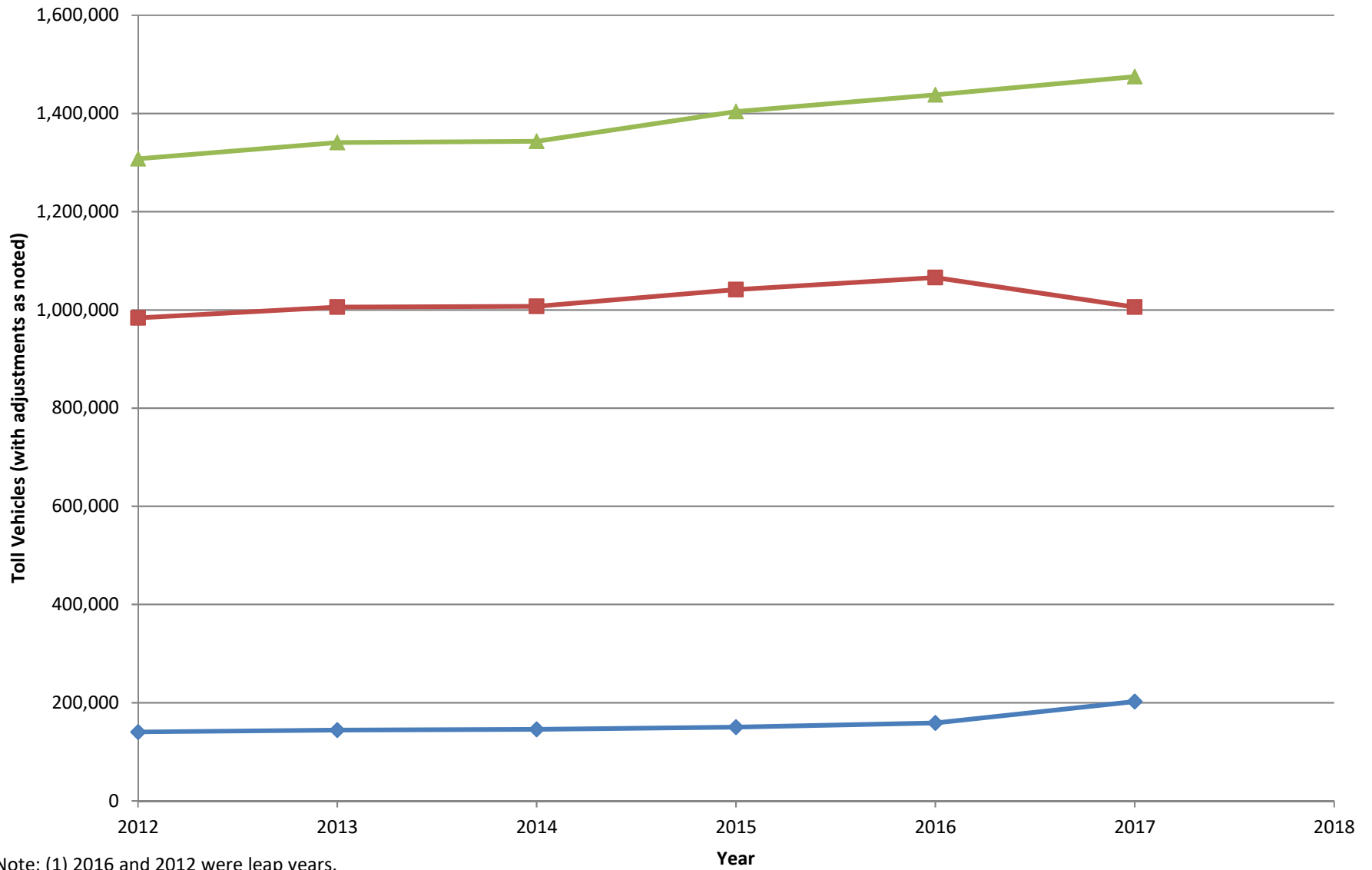
Figure 18A: Delaware Water Gap (I-80) TB Toll Vehicles



Note: (1) 2016 and 2012 were leap years.

◆ Passenger Cars ■ Total Toll Vehicles

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



Note: (1) 2016 and 2012 were leap years.

(2) On June 1, 2017, the Commission changed the classification of RVs with trailer or car in tow.

◆ 2-Axle Trucks ■ 5-Axle Trucks ▲ Total Trucks



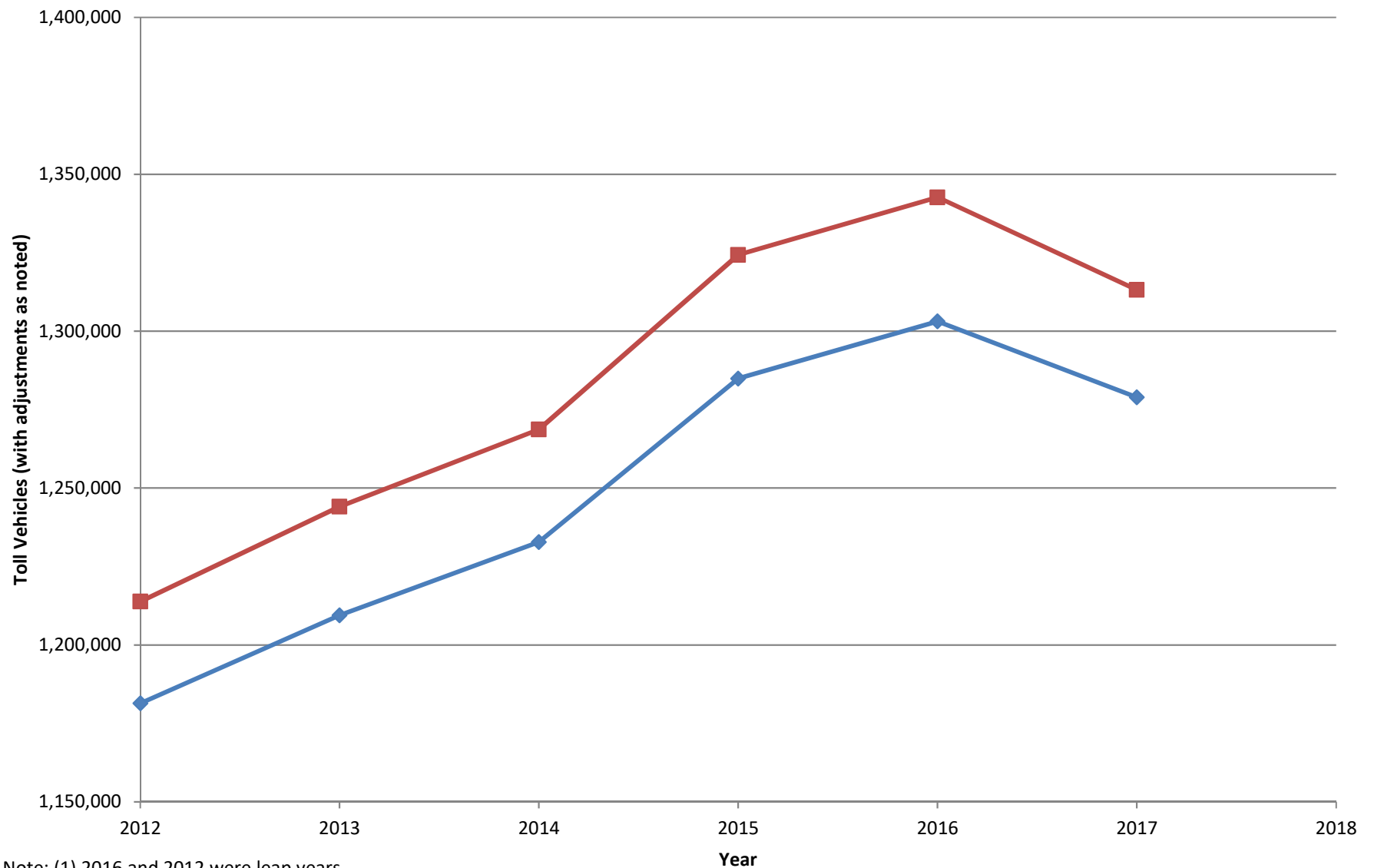
Table 19: Milford-Montague Toll Bridge Volume and Revenue Projections

class	2012 adjusted volume ¹	2013 volume	2014 adjusted volume ²	2015 adjusted volume ³	2016 adjusted volume ⁴	2017 adjusted volume ⁵	factor from 2017 to 2018	2018 base volume (projected)	2018 total adjustment volume (projected) ⁶
1 - passenger car	1,181,397	1,209,411	1,232,762	1,284,856	1,303,115	1,278,951	0.990	1,266,161	-
2 - 2-axle truck	20,111	21,446	23,880	26,174	25,951	20,202	1.150	23,233	(4,506)
3 - 3-axle truck	3,323	4,075	3,264	3,652	3,378	3,468	1.020	3,537	890
4 - 4-axle truck	1,832	1,926	1,684	1,757	2,111	1,999	0.950	1,899	2,159
5 - 5-axle truck	7,069	7,168	7,028	7,684	8,000	8,452	1.050	8,875	1,457
6 - 6-axle truck	65	69	78	148	82	101	1.000	101	-
7 - 7-axle truck	16	9	5	17	11	19	1.000	19	-
8 - special permit	-	-	-	-	-	-	0.000	-	-
total toll vehicles	1,213,814	1,244,104	1,268,701	1,324,289	1,342,648	1,313,192	0.971	1,303,825	(0)

¹Reflects Leap Year adjustment and adjustment for significant drop in toll traffic during Hurricane Sandy.
²Reflects adjustment for significant drop in toll traffic during the snow storm events in January - March 2014
³Reflects adjustment for significant drop in toll traffic during the snow storm events in January - March 2015 (+5,411)
⁴Reflects leap year adjustment, adjustment for significant drop in toll traffic during the snow storm events in January - March 2016
⁵Reflects adjustment for drop in toll traffic during the snow storm events in February - March 2017, and adjustment for change in toll rates effective on June 1, 2017
⁶Reflects adjustment for the change in toll rates for RVs with car or trailer in tow effective on June 1, 2017

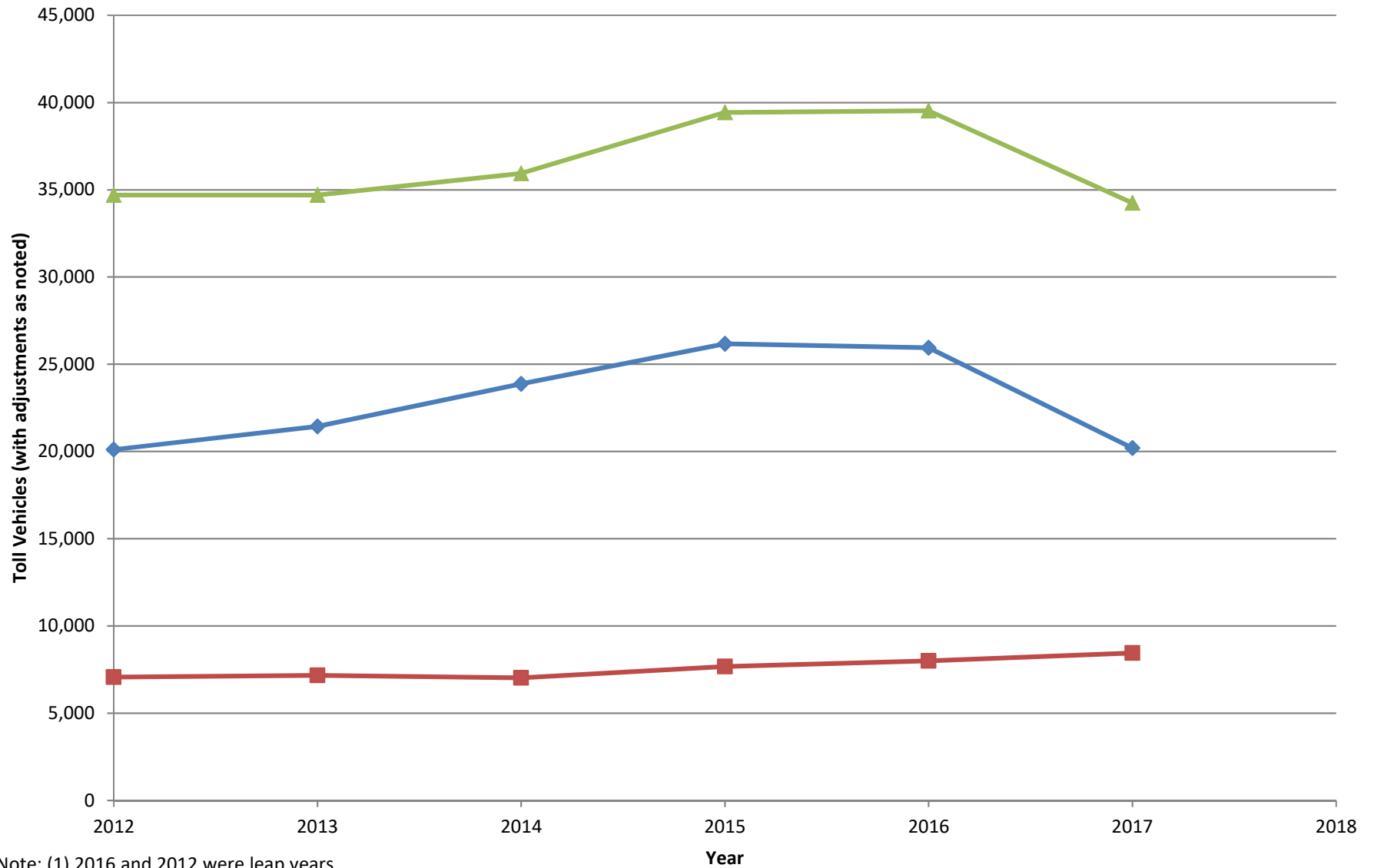
class	2017 Unadjusted Volume	2017 net revenue	2017 average toll rate	2018 total volume (Projected)	2018 Total revenue (Projected)
1 - passenger car	1,272,963	\$ 1,238,816.41	0.97	1,266,161	\$ 1,232,197.27
2 - 2-axle truck	17,630	\$ 113,885.20	6.46	18,727	\$ 120,970.84
3 - 3-axle truck	3,944	\$ 47,082.00	11.94	4,428	\$ 52,857.19
4 - 4-axle truck	3,175	\$ 50,611.20	15.94	4,058	\$ 64,684.33
5 - 5-axle truck	9,206	\$ 182,260.00	19.80	10,331	\$ 204,541.60
6 - 6-axle truck	100	\$ 2,395.20	23.95	101	\$ 2,408.75
7 - 7-axle truck	19	\$ 523.60	27.56	19	\$ 524.25
8 - special permit	0	\$ -	-	0	\$ -
Totals	1,307,037	\$ 1,635,573.61		1,303,825	\$ 1,678,184.23

Figure 19A: Milford-Montague TB Toll Vehicles



◆ Passenger Cars ■ Total Toll Vehicles

Figure 19B: Milford-Montague TB Toll Trucks



Note: (1) 2016 and 2012 were leap years.

(2) On June 1, 2017, the Commission changed

the classification of RVs with trailer or car in tow.

◆ 2-Axle Trucks

■ 5-Axle Trucks

▲ Total Trucks



Table 20: Volume and Revenue Comparison -- 2017 to 2018

Revenue Summary by Bridge/District		2017 Unadjusted Volumes	2017 Revenues	2018 Volume (Projected)	2018 Toll Revenue (Projected)	Change in Volume Actual 2017 vs. 2018 Projected		Change in Revenue Actual 2017 vs. 2018 Projected	
District						vehicles	percent	dollars	percent
1	Trenton-Morrisville	9,430,139	\$ 17,428,106.99	9,407,706	\$ 17,199,409.90	-22,433	-0.24%	\$ (228,697.09)	-1.31%
1	New Hope-Lambertville	1,960,824	\$ 3,168,456.31	1,978,989	\$ 3,269,112.46	18,165	0.93%	\$ 100,656.15	3.18%
2	Interstate 78	12,023,154	\$ 62,561,608.78	12,194,234	\$ 63,858,234.25	171,080	1.42%	\$ 1,296,625.47	2.07%
2	Easton-Phillipsburg	5,333,520	\$ 8,920,512.75	5,383,197	\$ 9,232,947.07	49,677	0.93%	\$ 312,434.32	3.50%
3	Portland-Columbia	1,273,406	\$ 2,514,456.66	1,275,164	\$ 2,572,837.37	1,758	0.14%	\$ 58,380.71	2.32%
3	Delaware Water Gap	9,811,557	\$ 33,139,527.18	9,808,625	\$ 33,320,558.58	-2,932	-0.03%	\$ 181,031.40	0.55%
3	Milford-Montague	1,307,037	\$ 1,635,573.61	1,303,825	\$ 1,678,184.23	-3,212	-0.25%	\$ 42,610.62	2.61%
Total		41,139,637	\$ 129,368,242.28	41,351,739	\$131,131,283.85	212,102	0.52%	\$ 1,763,041.57	1.36%

Note: The Trenton-Morrisville Toll Bridge experienced a temporary increase in traffic volumes in 2017 due to the Pennsylvania Turnpike Bridge closure.



Table 21: Actual Revenue and Expenditures for 2017

District	Bridge	2017 Unadjusted Volumes	2017 Revenue
1	Trenton-Morrisville	9,430,139	\$ 17,428,106.99
1	New Hope-Lambertville	1,960,824	\$ 3,168,456.31
2	Interstate 78	12,023,154	\$ 62,561,608.78
2	Easton-Phillipsburg	5,333,520	\$ 8,920,512.75
3	Portland-Columbia	1,273,406	\$ 2,514,456.66
3	Delaware Water Gap	9,811,557	\$ 33,139,527.18
3	Milford-Montague	<u>1,307,037</u>	<u>\$ 1,635,573.61</u>
Total		41,139,637	\$ 129,368,242.28
Net Toll Revenue		(From above)	\$ 129,368,242.28
Toll Violation Enforcement Revenue ¹			\$ (230,903.00)
E-ZPass Service Fees			\$ 1,419,083.18
Interest Income			\$ 2,387,783.37
Other Income			<u>\$ 422,159.61</u>
1. Total Revenue - 2017			\$ 133,366,365.44
2. Operating Expenses - 2017-8			\$ 58,571,715.82
3. Net Revenue		(Line 1 - Line 2)	\$ 74,794,649.62
4. Annual Debt Service			\$ 35,911,193.42
5. 130% of Annual Debt Service			\$ 46,684,551.45
6. Calculated Debt Service Coverage Ratio		(Line 3 / Line 4)	2.08
<p>Therefore, the requirement that the Net Revenue for the preceding fiscal year be greater than 130% of the Annual Debt Service has been met, satisfying the requirements of the current Commission's Bond Indenture, Section 501(a)(1). The Commission's resolution to maintain a minimum Debt Service Coverage Ratio of 1.50 was also met.</p>			
<p>¹This 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.</p>			



Table 22: Projected Revenue and Expenditures for 2018

District	Bridge	2018 Volume	2018 Revenue
1	Trenton-Morrisville	9,407,706	\$ 17,199,409.90
1	New Hope-Lambertville	1,978,989	\$ 3,269,112.46
2	Interstate 78	12,194,234	\$ 63,858,234.25
2	Easton-Phillipsburg	5,383,197	\$ 9,232,947.07
3	Portland-Columbia	1,275,164	\$ 2,572,837.37
3	Delaware Water Gap	9,808,625	\$ 33,320,558.58
3	Milford-Montague	<u>1,303,825</u>	<u>\$ 1,678,184.23</u>
Total		41,351,739	\$ 131,131,283.85
Net Toll Revenue		(From above)	\$ 131,131,283.85
Toll Violation Enforcement Revenue ¹			\$ (250,000.00)
E-ZPass Service Fee Estimate		(2018 Budgeted)	\$ 1,253,943.00
Interest Income		(2018 Budgeted)	\$ 3,629,200.00
Other Income		(2018 Budgeted)	<u>\$ 400,000.00</u>
1. Total Projected Revenue - 2018			\$ 136,164,426.85
2. Operating Expenses - 2018		(2018 Budgeted)	<u>\$ 68,234,952.00</u>
3. Net Revenue		(Line 1 - Line 2)	\$ 67,929,474.85
4. Annual Debt Service		(2018 Budgeted)	\$ 36,472,403.38
5. 130% of Annual Debt Service			\$ 47,414,124.39
6. Calculated Debt Service Coverage Ratio		(Line 3 / Line 4)	1.86
<p>Therefore, the requirement that the Net Revenue for the preceding fiscal year be greater than 130% of the Annual Debt Service is met, satisfying the requirements of the current Commission's Bond Indenture, Section 501(a)(1). The Commission's resolution to maintain a minimum Debt Service Coverage Ratio of 1.50 is also met.</p>			
<p>¹This 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.</p>			



Table 23: Projected vs. Actual Revenue and Expenditures

District	Bridge	2017 Projected Volume	2017 Actual Volume	2018 Projected Volume
1	Trenton-Morrisville	9,586,734	9,430,139	9,407,706
1	New Hope-Lambertville	1,965,719	1,960,824	1,978,989
2	Interstate 78	12,246,061	12,023,154	12,194,234
2	Easton-Phillipsburg	5,148,746	5,333,520	5,383,197
3	Portland-Columbia	1,227,989	1,273,406	1,275,164
3	Delaware Water Gap	9,730,763	9,811,557	9,808,625
3	Milford-Montague	<u>1,315,836</u>	<u>1,307,037</u>	<u>1,303,825</u>
	Total	41,221,848	41,139,637	41,351,739
		2017 Projected Revenue	2017 Actual Revenue	2018 Projected Revenue
	Net Toll Revenue (From above)	\$ 128,886,038.85	\$ 129,368,242.28	\$ 131,131,283.85
	Toll Violation Enforcement Revenue	\$ 2,200,000.00	\$ (230,903.00)	\$ (250,000.00)
	E-ZPass Service Fees	\$ 1,050,000.00	\$ 1,419,083.18	\$ 1,253,943.00
	Interest Income	\$ 2,000,000.00	\$ 2,387,783.37	\$ 3,629,200.00
	Other Income	\$ 410,000.00	\$ 422,159.61	\$ 400,000.00
1.	Total Revenue	\$ 134,546,038.85	\$ 133,366,365.44	\$ 136,164,426.85
2.	Operating Expenses	\$ 60,740,819.00	\$ 58,571,715.82	\$ 68,234,952.00
3.	Net Revenue (Line 1 - Line 2)	\$ 73,805,219.85	\$ 74,794,649.62	\$ 67,929,474.85
4.	Annual Debt Service	\$ 36,145,281.00	\$ 35,911,193.42	\$ 36,472,403.38
5.	130% of Annual Debt Service	\$ 46,988,865.30	\$ 46,684,551.45	\$ 47,414,124.39
6.	Calculated Debt Service Coverage (Line 3 / Line 4)	2.04	2.08	1.86