

2021 Traffic Engineering Report

Year 2022 Toll Bridge Traffic Volume and Revenue Projections

CONTRACT NO. C-761A TRAFFIC ENGINEERING CONSULTANT

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Executive Summary

The Delaware River Joint Toll Bridge Commission (Commission) owns and operates a total of twenty (20) bridges over the Delaware River within roughly 140 miles extending from the Philadelphia-Bucks County line north to the New Jersey/New York state border. Pennoni Associates Inc. (Pennoni) has been retained by the Commission to develop traffic volume and revenue forecasts for eight (8) toll bridges under its jurisdiction. The traffic and revenue forecasts are provided to assist the Commission in determining if the projected 2022 revenues will be enough to satisfy the conditions of the 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."

In December 2020, the Commission adopted a Financial Resilience Policy which established a "Target Debt Coverage Ratio" of 2.0 and calls for an assessment of the need for a toll adjustment if the Debt Coverage Ratio is projected to fall below 1.75.

As a result of the Covid-19 pandemic, 2020 and 2021 were years unlike any in recent history. In 2020 the Covid-19 pandemic resulted in temporary and permanent business closures and the use of alternate remote work structure by businesses where possible, all of which contributed to an 24% reduction in toll volumes and a 9.4% reduction in toll revenue across the eight (8) toll bridges in 2020. In 2021, with the roll-out of vaccines, there was a return of employees to the workplace resulting in 12% increase in toll volumes across the eight (8) toll bridges.

On April 11, 2021, a new toll structure took effect across all eight (8) toll bridges, replacing the previous toll structure which had been in effect since June 30, 2011, for all the toll bridges excluding the Scudder Falls Toll Bridge. The new Toll structure alone resulted in an additional \$29,944,054 in toll revenue in 2021. As a result of the increase in toll volumes and new toll structure, toll revenue increased \$40,333,335 from 2020 to 2021. The actual calculated Annual Debt Service Coverage Ratio in 2021 was 2.36 versus an expected Debt Coverage Ratio ranging from 1.68 to 1.57.

The forecasted 2021 and 2022 base volumes, by month for each vehicle class, were forecast at each bridge based on an evaluation of the monthly toll volumes from January 2013 through February 2020. A Covid-19 logarithmic regression model was developed reflecting the impact of partial shutdowns based on a comparison of base 2021 volumes to the actual 2021 toll volumes at each of the bridges. The model was then applied to each of the forecast 2022 base volumes to provide the final volume.

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The forecasted toll volume and revenue at each of the eight (8) toll bridges are summarized in **Table ES-1**.

Table ES-1: 2022 Toll Volume and Revenue Forecasts

Bridge	2022 Toll Volume Forecast	2022 Revenue Forecast
Trenton-Morrisville	8,149,053	\$ 26,103,367.85
Scudder Falls (I-295)	7,154,516	\$ 15,700,564.86
New Hope-Lambertville	1,688,031	\$ 4,031,399.48
Interstate 78	11,950,312	\$ 86,971,915.07
Easton-Phillipsburg	5,038,917	\$ 13,124,714.81
Portland-Columbia	1,300,089	\$ 4,155,072.01
Delaware Water Gap (I-80)	9,149,922	\$ 44,497,956.97
Milford-Montague	1,197,628	\$ 2,484,111.45
Total	45,628,467	\$ 197,069,102.50

The sum of year 2022 projected toll bridge revenue is **\$197,069,102.50**, the projected Net Revenue is **\$121,400,782.88**, and the Annual Debt Service is **\$50,112,756.00**. Comparing the projected Net Revenue to the Annual Debt Service, the projected Net Revenue is 242% of the Annual Debt Service (**Debt Service Coverage Ratio of 2.42**). 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 2.0 is also met.

Introduction

Pennoni has been retained by the Commission to develop traffic volume and revenue forecasts for eight (8) toll bridges under its jurisdiction. The traffic and revenue forecasts are provided to assist the Commission in determining if the projected 2022 revenues will be enough to satisfy the conditions of Section 501 (a) of the Current Bond Indenture.

The Commission owns and operates a total of twenty (20) bridges over the Delaware River within roughly 140 miles extending from the Philadelphia-Bucks County line north to the New Jersey/New York state border. The eight (8) toll bridges, ten (10) toll-supported vehicular bridges and two (2) toll-supported pedestrian bridges under the jurisdiction of the Commission are listed below from south to north.

Table 1: Bridges Owned and Operated by the Delaware River Joint Toll Bridge Commission

TOLL BRIDGES	TOLL-SUPPORTED BRIDGES
Southern Region	
Trenton-Morrisville (U.S. Route 1)	Lower Trenton
Scudder Falls (Interstate 295)	Calhoun Street
New Hope-Lambertville (U.S. Route 202)	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 locations of the Commission bridges are illustrated in **Figure 1**.

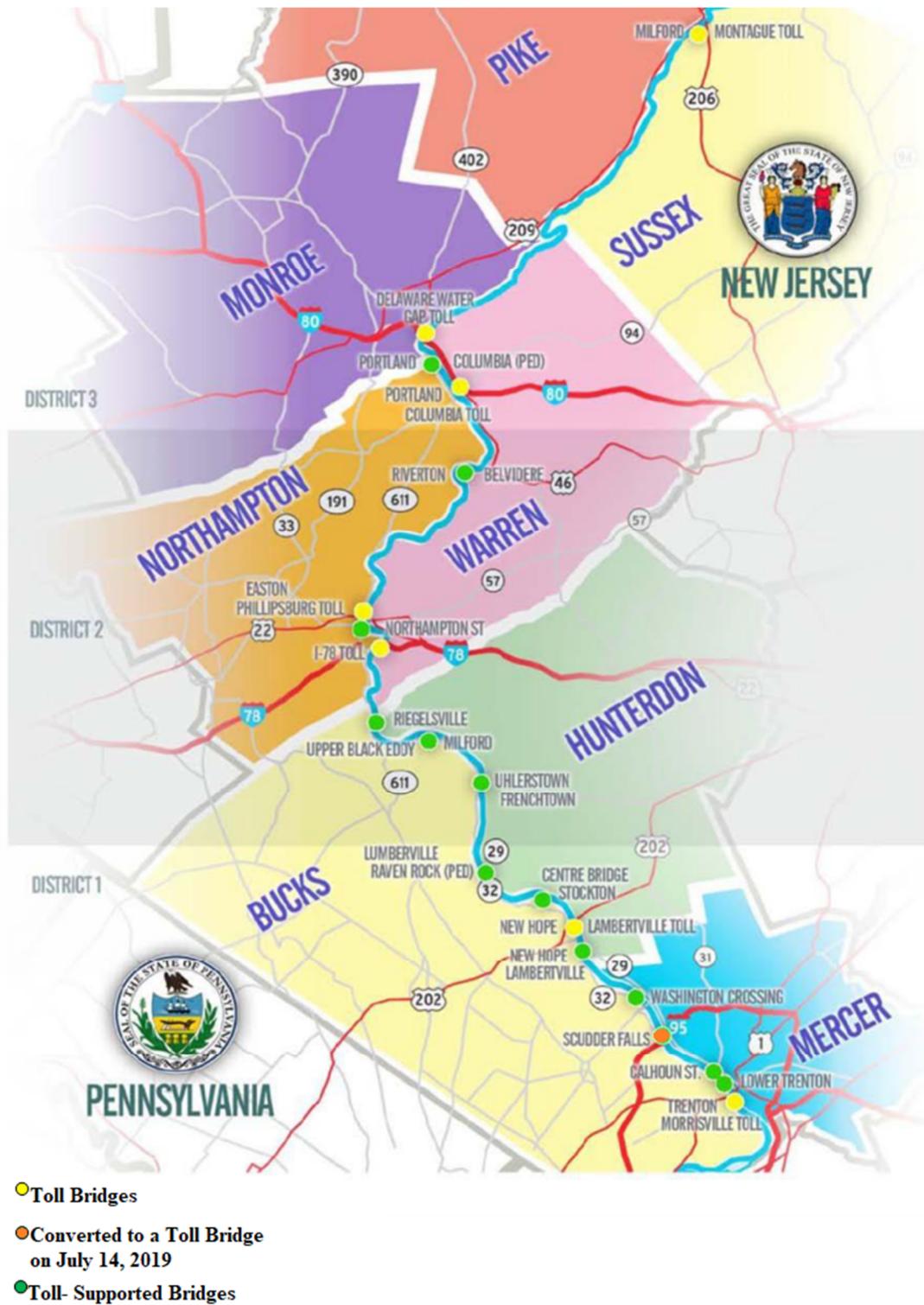


Figure 1: DRTJBC Bridge Locations

Historical Traffic Volumes

The Commission provided historical traffic volumes for the ten (10) toll-supported bridges carrying vehicular traffic and the eight (8) toll bridges. Toll bridge volumes for the years 2003 to 2021 were used in this study.

Recorded traffic volumes crossing the toll-supported bridges (both directions) are summarized in **Table A-1** within **Appendix A**. **Tables A-2 through A-20** summarize toll-supported bridge volumes (both directions) by year and month. Where volume data was not available, traffic volumes were estimated and are shown in red. All toll-supported bridges except for the Upper Black Eddy-Milford Bridge have weight restrictions prohibiting large trucks.

The Lower Trenton, Calhoun Street, New Hope-Lambertville, and Northampton Street Toll-supported Bridges carried between 4.4 and 6.0 million vehicles in 2021. The remaining toll-supported bridges generally carried from 1.1 to 2.3 million vehicles in 2021.

At the toll-supported bridges, there are typically fluctuations in volumes from year to year. In a typical year, the overall volume on toll-supported bridges can vary up or down by up to 2%, with individual bridges experiencing even larger fluctuations in traffic. In 2020, the combined traffic on the toll supported bridges fell approximately 4.5 million vehicles (-13.6%) as a result of the Covid-19 Pandemic. In 2021, combined traffic on the toll supported bridges increased 3.28 million vehicles (+11.6%) over 2020 but is still below non-pandemic levels as recovery from the Covid-19 Pandemic continues.

Historical recorded toll traffic volumes for the eight toll bridges (westbound direction) are summarized by vehicular class in **Tables A-21 through A-39** within **Appendix A**.

Before the Covid-19 pandemic between 2003 and 2019, traffic volumes on the seven (7) legacy toll bridges increased from 34,007,789 in 2003 to 41,008,029 in 2019. This represents a combined average growth rate (CAGR) of 1.2% per year over those 16 years. Passenger cars represented approximately 85% of the overall traffic volume and increased from 29,105,960 in 2003 to 35,004,774 in 2019, a CAGR of 1.2% per year. Trucks increased from 4,901,829 in 2003 to 6,003,255 in 2019, an average growth rate of 1.3% per year.

In 2020, as a result of the Covid-19 pandemic, the actual toll bridge traffic volume was approximately 24% less than the projected 2020 toll volume. The passenger car volume was approximately 26% less than projected and truck volume, although less affected, was approximately 6% less than projected.

In 2021 as recovery from the Covid-19 pandemic continued, the actual toll bridge traffic volume was approximately 8% less than the projected non-pandemic 2021 toll volume. The passenger car volume was approximately 17% less than projected non-pandemic conditions, but truck volumes were approximately 2% over non-pandemic projections.

The Interstate 78 Toll Bridge continued to carry the largest traffic volume (11.1 million toll paying westbound vehicles). The Trenton-Morrisville (US Route 1) and Delaware Water Gap (I-80) carried 7.8 and 9.1 million toll-paying (westbound) vehicles, respectively. Scudder Falls carried 6.2 million toll-paying (westbound) vehicles and Easton-Phillipsburg had 4.7 million toll-paying (westbound) vehicles. The remaining three (3) toll bridges each carried between 1.1 million and 1.5 million toll-paying (westbound) vehicles.

Passenger cars represent the largest percentage of vehicles crossing the toll bridges at approximately 84%. Five (5) axle tractor-trailers are the most common truck type, representing approximately 9% of vehicles crossing toll bridges during 2021. Two (2) axle trucks represent the next largest portion of trucks at 2%.

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Ordered by revenue, five (5) axle tractor-trailers provide the greatest source of revenue at \$97.7 million, representing approximately 54.1% of total toll revenue. Passenger cars are the next greatest source of revenue at \$51.9 million, representing approximately (28.73%) of total toll revenue. Two (2) axle tractor-trailers, three (3) axle tractor-trailers, and Four (4) axle tractor-trailers generate \$11.5, \$6.6, and \$9.8 million each, representing 6.3%, 3.6%, and 5.4% of total toll revenue.

Historical volumes on the toll bridges for the years 2003-2021 is graphically summarized according to total vehicles, passenger vehicles, and trucks on **Figure 2** and **Figure 3**.

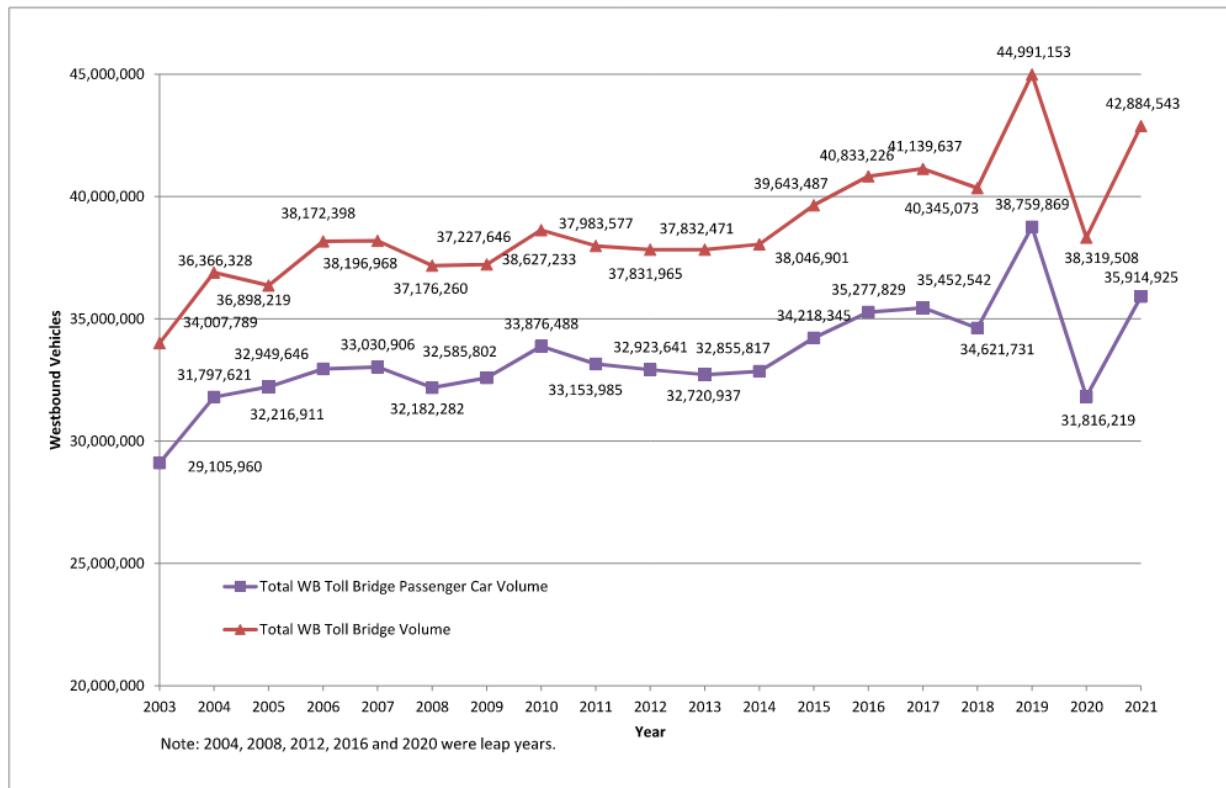


Figure 2: Total Yearly DRJTBC Westbound Toll Bridge Volumes (2003-2021)

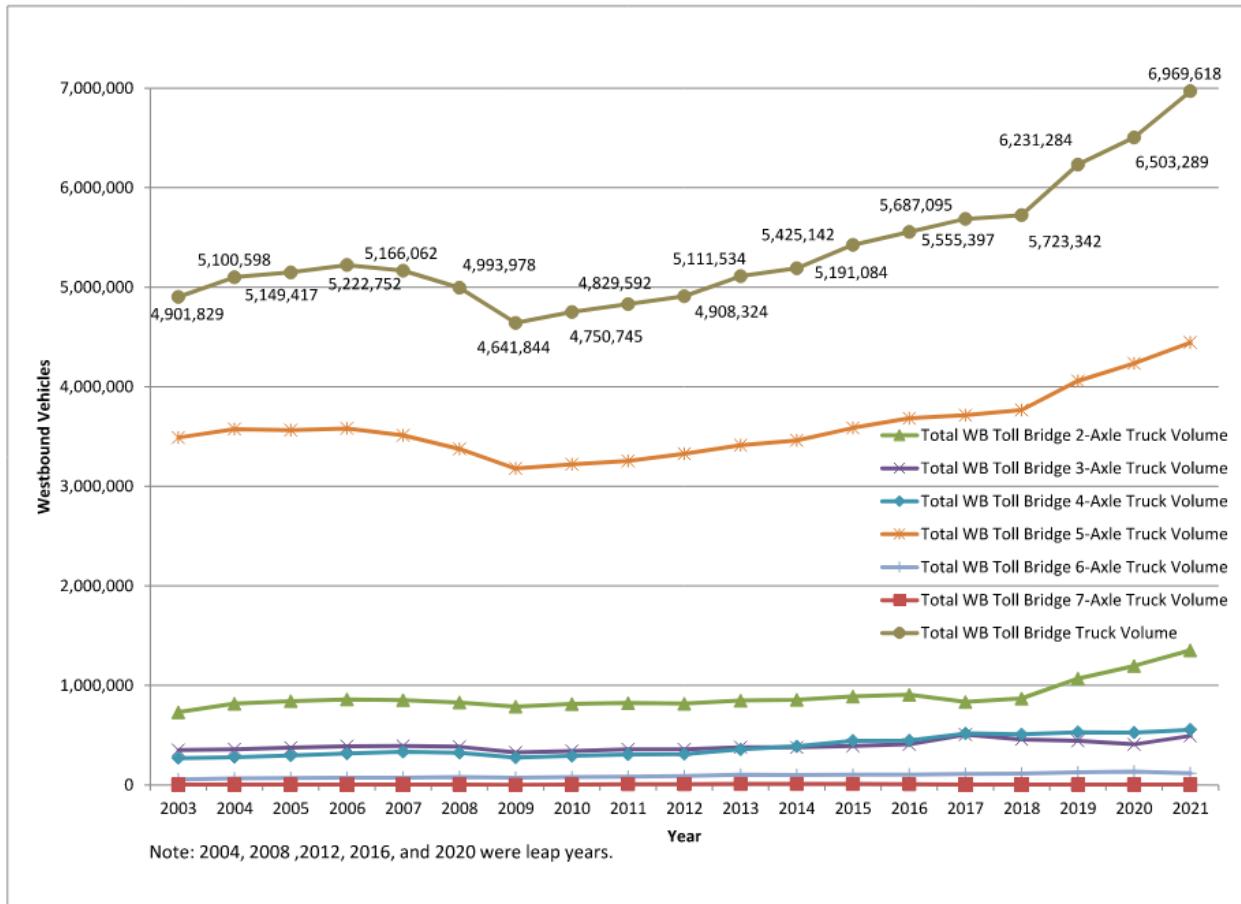


Figure 3: Total Yearly DRJTBC Westbound Toll Bridge Truck Volumes (2003-2021)

Current Toll Rates

On March 29, 2021 the Delaware River Joint Toll Bridge Commission approved a two-stage system-wide toll adjustment to address traffic and revenue declines caused by the Covid-19 health crisis, to fund future needed capital projects, and to comply with the Commission's Financial Resilience Policy. On April 11, 2021, the new toll structure took effect across all eight (8) toll bridges, replacing the previous toll structure which had been in effect since June 30, 2011, for all the bridges excluding the Scudder Falls Bridge. The former and current toll structures are shown in **Table 2** and **Table 3**.

Table 2: Former Toll Structures per Vehicle Type (Pre-April 11, 2021)

Vehicle Type	Legacy Toll Bridges		Scudder Falls Bridge		
	Cash/E-ZPass	Discount E-ZPass	E-ZPass	Discount E-ZPass	Toll-by-Plate
Passenger Vehicles	\$ 1.00	\$ 0.60	\$ 1.25	\$ 0.75	\$ 2.60
Passenger vehicle w/ Trailer	\$ 2.00	N/A	\$ 2.25	N/A	\$ 3.60
2-Axle Trucks	\$ 6.50	\$ 5.85	\$ 7.00	\$ 6.30	\$ 8.35
3-Axle Trucks	\$ 12.00	\$ 10.80	\$ 12.75	\$ 11.48	\$ 14.25
4-Axle Trucks	\$ 16.00	\$ 14.40	\$ 17.00	\$ 15.30	\$ 19.00
5-Axle Trucks	\$ 20.00	\$ 18.00	\$ 21.25	\$ 19.13	\$ 23.75
6-Axle Trucks	\$ 24.00	\$ 21.60	\$ 25.50	\$ 22.95	\$ 28.50
7-Axle Trucks	\$ 28.00	\$ 25.20	\$ 35.00	\$ 26.78	\$ 33.25

Table 3: Current Toll Structure per Vehicle Type (Post-April 11, 2021)

Vehicle Type	All Toll Bridges		
	Cash/Toll-by-Plate	E-ZPass	Discount E-ZPass
Passenger Vehicles	\$ 3.00	\$ 1.25	\$ 1.00
Passenger vehicle w/ Trailer	\$ 5.00	\$ 3.25	N/A
2-Axle Trucks	\$ 10.00	\$ 9.00	N/A
3-Axle Trucks	\$ 15.00	\$ 12.00	N/A
4-Axle Trucks	\$ 20.00	\$ 16.00	N/A
5-Axle Trucks	\$ 25.00	\$ 20.00	N/A
6-Axle Trucks	\$ 30.00	\$ 24.00	N/A
7-Axle Trucks	\$ 35.00	\$ 28.00	N/A

As of May 1, 2021, E-Z Pass passenger car discounts for 16 or more crossings in a calendar month was reduced from 40% to 20%.

As of April 11, 2021, E-ZPass trucks during the off-peak traffic (9 PM – 6 AM) no longer receive a 10% discount over the cash fare.

It is estimated that the revised toll structure resulted in approximately \$31 million in additional toll revenue in 2021.

In addition, the new toll structure has changed the proportion of toll revenue generated by each vehicle class. Proportional income has shifted away from 3-axle and larger vehicles to 2-axle trucks and passenger vehicles. The largest shift was 5-axle trucks which accounted for approximately 57% of toll revenue under the old structure and now accounts for approximately 52% under the new toll structure. The percentage of the total revenue generated by passenger vehicles has increased from 26.2% to 30.4%.

The toll revenue breakdown for the former and current toll structures are illustrated in **Figure 4** and **Figure 5**.

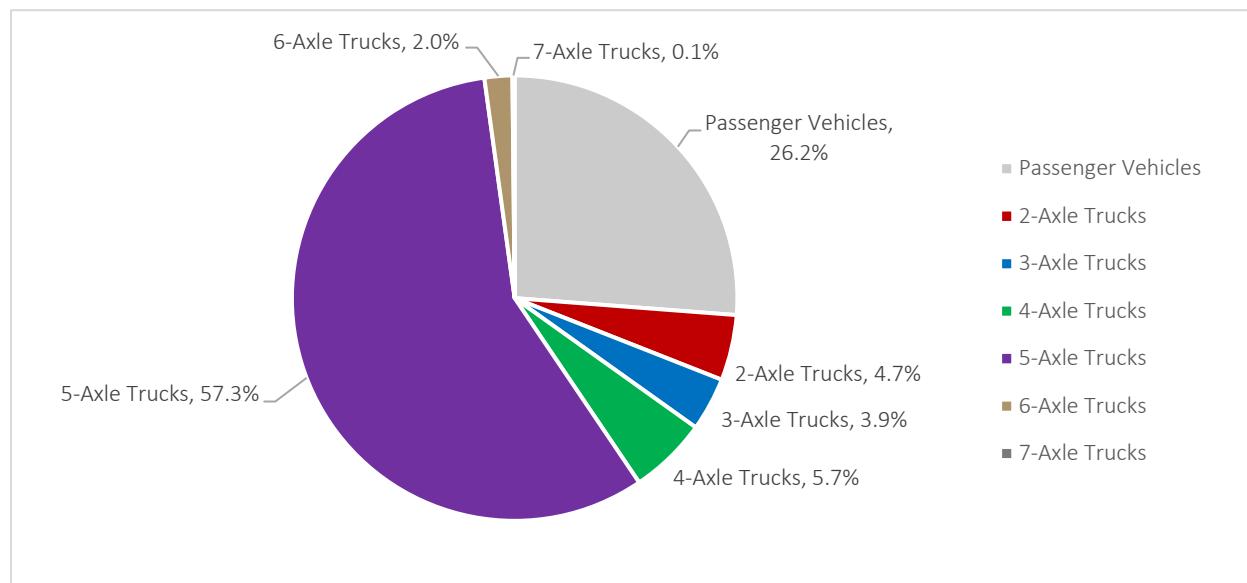


Figure 4: Revenue by Class of Former Toll Structure (January 2013 to March 2021)

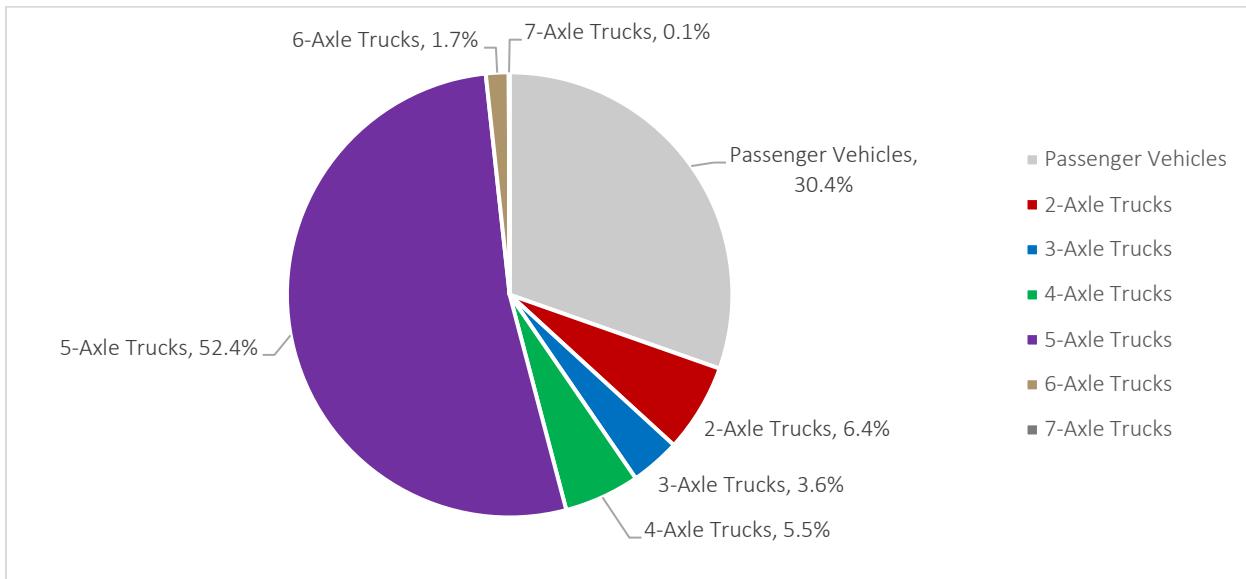


Figure 5: Revenue by Class of Current Toll Structure (May to December 2021)

It should be noted that the current toll schedule results in passenger vehicles generating a larger percentage of the estimated toll revenue. Passenger vehicle volume has been shown to be more reactive to sudden changes in external factors than the other classes, as most recently exhibited during the Covid-19 pandemic. If another event occurs, such as a surge due to a variant of Covid-19 or a significant economic slowdown, toll revenues are likely to be more impacted than under the previous toll structure.

Comparison of Actual vs Projected 2020 Traffic Engineering Report Volume

The *2020 Traffic Engineering Report*'s projected 2021 toll volumes were developed as a linear recovery based on three (3) potential Covid-19 recovery timelines and three (3) varied levels of recovery from the effects of the pandemic. Recovery of lost toll trips refers to the number of trips lost by the partial shutdown experienced throughout the second half of 2020. For example, an 80% recovery of a 25% drop due to Covid-19 would result in a "new normal" of 5% below the base volume.

The following were the nine (9) scenarios that were evaluated to develop the range of toll volumes, that could occur in 2021:

Scenarios 1-3 – Utilized a short recovery timeline, including continued partial shutdowns until vaccine distribution to the general population in March 2021, returning to "new normal" in August 2021, with recovery of lost toll trips due to Covid-19 being 100%, 90% and 80%, respectively.

Scenarios 4-6 – Utilized a medium recovery timeline, including continued partial shutdowns until vaccine distribution to the general population in May 2021, returning to "new normal" normal in December 2021, with recovery of lost toll trips due to Covid-19 being 100%, 90% and 80%, respectively.

Scenarios 7-9 – Utilized a long recovery timeline, including continued partial shutdowns until vaccine distribution to the general population in June 2021, returning to a “new normal” in March 2022, with recovery of lost toll trips due to Covid-19 being 100%, 90% and 80%, respectively.

The actual events of 2021 differed substantially from any one individual scenario, but the total yearly traffic volume was closest to Scenario 9 by 63,846 (0.15%) vehicles, illustrated in **Figure 6**. The total yearly toll revenue adjusted for the former toll structure (pre-April 11, 2021) was closest to Scenario 3 by \$196,061 (0.13%), illustrated in **Figure 7**. The main difference between the actual and projected events was the lack of a linear return to normal conditions. The *2020 Traffic Engineering Report* had assumed more of the population would be willing to be vaccinated and did not account for additional variants of the Covid-19 virus such as Delta and Omicron. As a result, for the first half of 2021 the toll volume and revenue followed closely with the short-term and medium-term scenarios. However, for the second half of 2021, as the rate of vaccinations dropped off and the variants became more prevalent, the toll volume and revenue began to follow the worst-case scenarios. These events indicate the path to recovery from the Covid-19 pandemic is not as linear as previously thought.

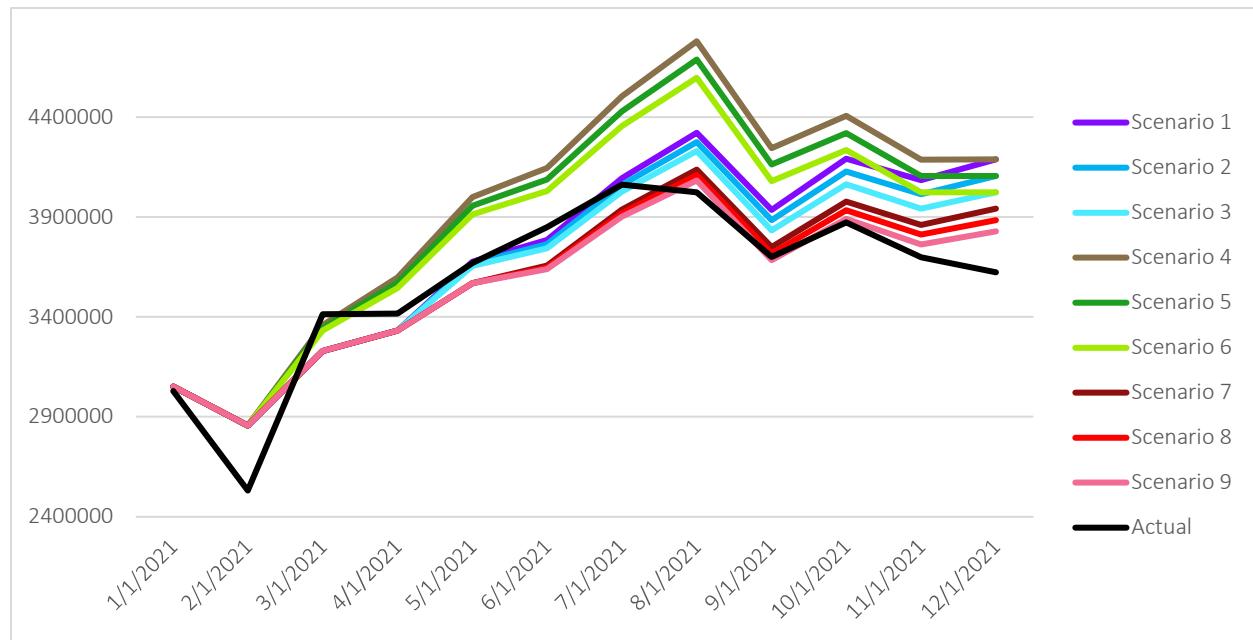


Figure 6: 2021 Forecasted Scenarios and Actual Toll Volume

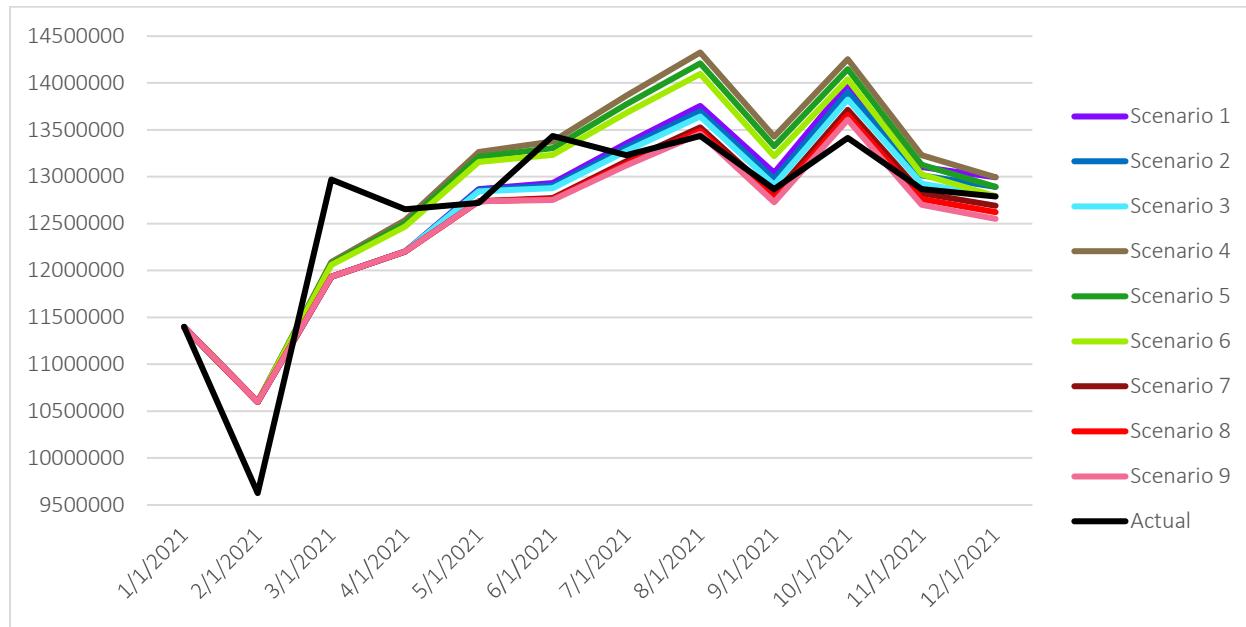


Figure 7: 2021 Forecasted Scenarios and Actual Toll Revenue

2021 and 2022 Base Traffic Volumes

Pennoni maintains a database of recorded toll volumes which dates to 2003. In pre-pandemic iterations of the Toll Bridge Traffic Volume and Revenue Projection Report, projected traffic volumes would be developed on the previous year-end volumes and the application of an annual background growth rate for each vehicle class at each bridge, and targeted adjustments to account for increases or decreases in toll volumes attributable to construction projects, snow events, and other events which may have diverted motorists from their regular route.

As a result of the Covid-19 pandemic, last year the methodology used to calibrate the observed 2020 toll volumes and to develop the 2021 projected toll volumes was altered. Using the toll volume data from years prior the Covid-19 pandemic (2013-2019), a base forecast of the expected monthly volumes was developed for each toll bridge per vehicle classification. The same methodology has been retained to develop the 2021 and 2022 base toll volumes.

For the Scudder Falls Toll Bridge, only seven (7) months of non-pandemic toll volume data was available. Projected base toll volumes for the Scudder Falls Toll Bridge were estimated using weighted ratios of the available Scudder Falls Bridge data to the toll volumes at the adjacent Trenton-Morrisville and New Hope-Lambertville toll bridges. The ratios and methodology remain the same as used in the *2020 Traffic Engineering Report*.

Figure 8 illustrates the historical toll volumes at each of the eight (8) toll bridges along with the pandemic expected base toll volumes (March 2020 to December 2022). The pandemic expected base numbers reflect both seasonal variability and annual background growth.

2021 Base Toll Volumes are summarized in **Table 4**. 2022 Base Toll Volumes are summarized in **Table 5**.

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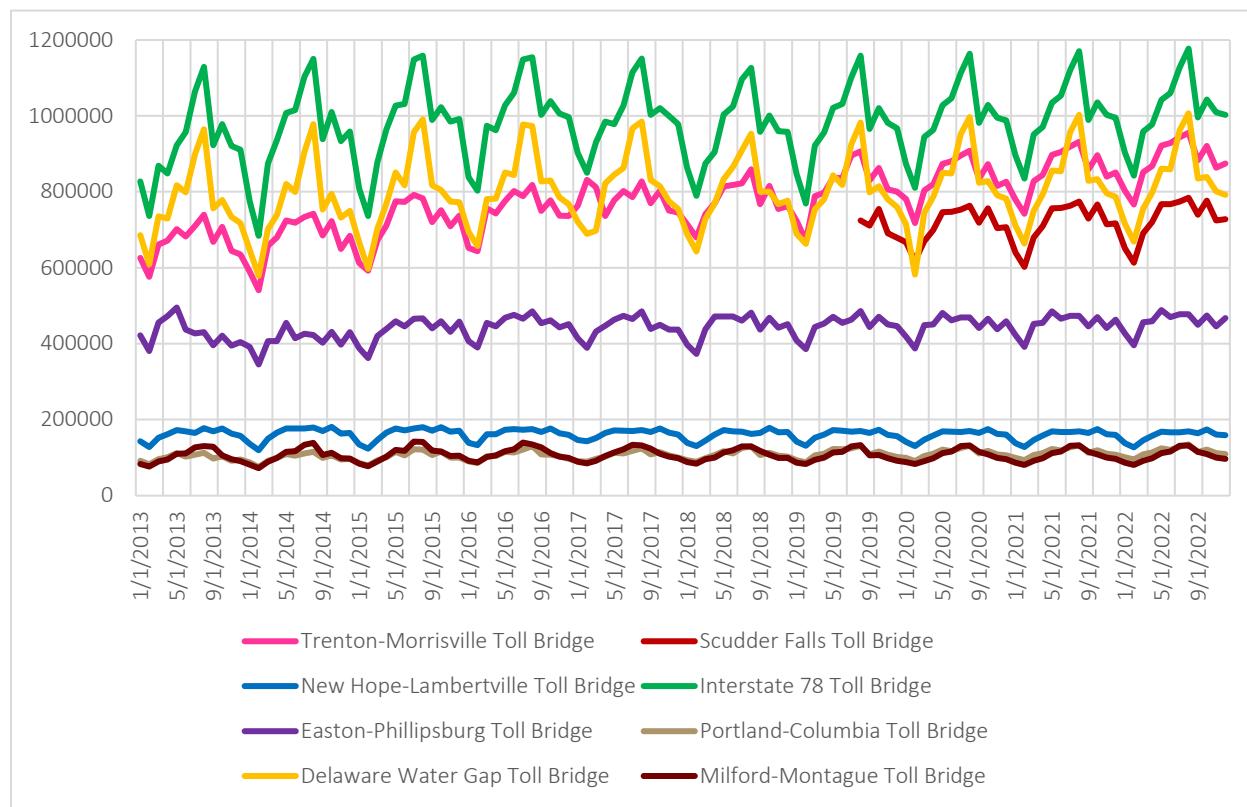


Figure 8: Historical Pre-Pandemic Data and Projected Post-Pandemic Base Toll Monthly Volumes

Table 4: 2021 Base Toll Volumes

Class	Trenton-Morrisville	Scudder Falls	New Hope-Lambertville	Interstate 78	Easton-Phillipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Milford-Montague	Total
Passenger Car	9,430,200	8,117,413	1,781,675	8,708,408	5,122,578	1,249,215	8,220,820	1,226,866	43,857,175
2-axle truck	315,002	196,112	54,127	324,297	111,195	20,947	210,971	19,774	1,252,425
3-axle truck	116,154	41,020	12,623	180,833	46,437	8,730	92,282	5,311	503,390
4-axle truck	98,535	34,471	12,225	269,425	38,069	40,901	98,443	3,698	595,767
5-axle truck	326,603	216,355	39,745	2,466,495	118,110	41,190	1,169,797	11,652	4,389,947
6-axle truck	3,308	3,320	2,370	100,465	1,196	238	36,672	177	147,746
7-axle truck	322	590	36	382	52	27	700	2	2,111
Total	10,290,124	8,609,281	1,902,801	12,050,305	5,437,637	1,361,248	9,829,685	1,267,480	50,748,561

Table 5: 2022 Base Toll Volumes

Class	Trenton-Morrisville	Scudder Falls	New Hope-Lambertville	Interstate 78	Easton-Phillipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Milford-Montague	Total
Passenger Car	9,689,896	8,232,139	1,775,134	8,716,759	5,174,246	1,264,341	8,255,342	1,227,730	44,335,587
2-axle truck	318,230	195,835	52,574	333,687	106,808	20,031	220,556	19,085	1,266,806
3-axle truck	123,157	41,607	11,881	185,364	46,960	8,109	94,016	5,496	516,590
4-axle truck	100,725	35,659	12,752	282,320	37,968	45,733	103,762	3,978	622,897
5-axle truck	342,209	224,865	40,976	2,514,426	118,992	43,140	1,181,887	12,301	4,478,796
6-axle truck	3,424	3,544	2,567	103,394	1,178	275	37,276	191	151,849
7-axle truck	356	595	34	57	55	29	561	2	1,689
Total	10,577,997	8,734,244	1,895,918	12,136,007	5,486,207	1,381,658	9,893,400	1,268,783	51,374,214

Construction projects and new development were identified to evaluate whether any adjustments would be made to the base volumes to account for related increases or decreases in projected 2022 toll volumes.

Major Developments

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 2022.

Bucks County identified major development (proposed 6,000,000 SF of warehouses) in the planning stage, but no major development expected to open in 2022.

As there is no specific information regarding the opening dates for the identified warehouse development in Bucks County, no other major development identified by other counties, and no information regarding the potential impact of the ongoing Covid-19 pandemic on development schedules, a conservative approach was taken, and no adjustment factor was applied to the 2022 Base toll volumes for new development.

Roadway Construction Projects

Pennoni coordinated with the Commission and County planning/engineering offices 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. There are numerous projects scheduled for construction in 2022, however none are anticipated to significantly impact traffic volumes at the bridges.

The Scudder Falls Bridge Replacement Project which began in May 2017 reached substantial completion in late 2021 with an end to all long-term uninterrupted lane and ramp closures. In past years, due to congestion issues and lane restrictions during construction, some traffic was shifted to other nearby Commission bridges, such as the Trenton-Morrisville Bridge, Lower Trenton Bridge, Calhoun Street Bridge, and Washington Crossing Bridge.

With substantial completion of the Scudder Falls Bridge Replacement Project and no other projects anticipated to have a significant impact on the bridges, no adjustment factor was applied to the 2022 Base traffic volumes.

Toll Traffic Volume Projections

Effect of Covid-19 on Traffic Volumes

In March of 2020, the first cases of Covid-19 were announced in New Jersey and Pennsylvania. Both states implemented restrictions to manage the spread of the virus including statewide stay-at-home orders, business closures, and other methods of reducing contact. In December of 2020, the first vaccines were introduced, with substantial numbers of the population becoming vaccinated over the spring and early summer of 2021. Covid-19 restrictions were gradually reduced in both states through summer 2021. In June 2021, the Delta variant became the dominant Covid-19 strain in the US leading to another increase in cases. Coupled with a reduction in the rate of vaccination, the path to recovery was substantially reduced compared to expectations during the remainder of Summer 2021 throughout the end of the year. During December 2021, the first cases of the Omicron variant were announced in New Jersey and Pennsylvania which has caused another increase in cases and precautions taken.

The Covid-19 pandemic not only resulted in temporary and permanent business closures, but an alternate remote work structure by businesses where possible, all of which contributed to the overall reduction in of traffic volumes across the eight (8) toll bridges from 2020 to the present. Factors, which varied from month to month, included:

- Loosening of restrictions through the end of the partial shutdown
- Permanent closure of some small businesses
- Alternative work arrangements (working virtually)
- Differing regional restrictions (State and County)

A comparison of volumes between the expected and actual 2020 toll volumes and 2021 toll volumes can be seen in **Table 8**. The effects of Covid-19 on the westbound toll bridge volumes are illustrated in **Figure 9**.

Table 6: 2021 Toll Traffic Volume Comparisons

Bridge	2020 Actual Toll Volumes	2020 Expected Base Toll Volumes	2020 Difference Actual to Expected	2021 Actual Toll Volumes	2021 Expected Base Toll Volumes	2021 Difference Actual to Expected
Trenton-Morrisville	7,395,024	10,150,442	-2,755,418	7,821,586	10,290,124	-2,468,538
Scudder Falls (I-295)	5,329,000	8,426,962	-3,097,962	6,214,758	8,609,281	-2,394,523
New Hope-Lambertville	1,304,386	1,920,137	-615,751	1,474,008	1,902,801	-428,793
Interstate 78	9,536,700	11,959,313	-2,422,613	11,169,511	12,050,305	-880,794
Easton-Phillipsburg	4,265,095	5,492,702	-1,227,607	4,709,884	5,437,637	-727,753
Portland-Columbia	1,123,605	1,359,009	-235,404	1,170,584	1,361,248	-190,664
Delaware Water Gap (I-80)	8,203,949	9,584,137	-1,380,188	9,123,292	9,829,685	-706,393
Milford-Montague	1,161,749	1,247,990	-86,241	1,200,519	1,267,480	-66,961
Total	38,319,508	50,140,692	-11,821,184	42,884,142	50,748,563	-7,864,419

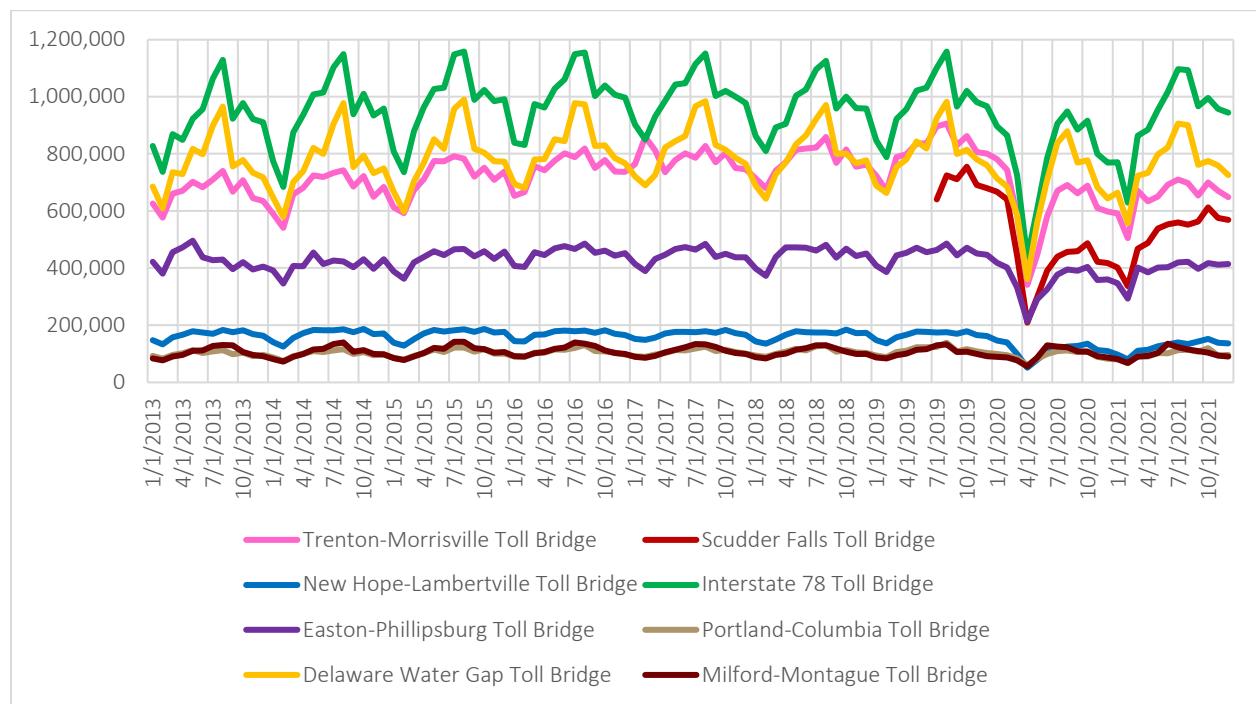


Figure 9: DRJTBC Westbound Toll Bridge Monthly Volumes by Bridge (2013-2021)

Covid-19 Adjustment Methodology

While in 2020 there were distinct differences between months in the levels of traffic volume which allowed for the traffic volume data to be separated out into full and partial shutdown, the same has not been true for 2021. Volume trends for 2021 appear to follow a logarithmic pattern between the actual and base 2021 volumes, with significant recovery occurring early in the year and tapering off as time progressed, as noted in the earlier scenario comparison with *2020 Traffic Engineering Report*. As a result, instead of a linear return to a “new normal” with a timeframe estimated from the vaccine rollout, a logarithmic regression model from the residuals was used to project the course of the Covid-19 recovery along each bridge and vehicle class. Other forecasting methods were also tested, including linear, exponential, logarithmic, and other regression models over specific time periods, deseasonalizing post Covid-19 data, fitting models to the post Covid-19 data itself rather than residuals from the base values, and various combinations of the previously mentioned. Overall, the logarithmic regression model significantly outperformed the other models across several metrics. Compared to *2020 Traffic Engineering Report*, instead of the “new normal” being a set percentage of volume reduction, the logarithmic model forecasts a gradual return to near pre-pandemic volume levels over differing periods of time for each bridge and vehicle class. There is no set date that the recovery for each vehicle class at each bridge will taper off. Instead, all the recovery rates and timeframes are formed from a data-driven fit of the volume residuals, shown in **Table 7**. The 2022 Traffic Volume Projections are summarized in **Table 8**.

Year 2022 Toll Bridge Traffic Volume and Revenue Projections
Delaware River Joint Toll Bridge Commission

February 17, 2022

Table 7: Percent Loss in Volume, Actual 2020-2021 & Projected 2022 Volumes to Base Volume

Date	Trenton-Morrisville	Scudder Falls (I-295)	New Hope-Lambertville	Interstate 78	Easton-Phillipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Milford-Montague	Average
Mar-20	-27.21%	-33.60%	-34.97%	-23.20%	-25.90%	-19.11%	-21.28%	-16.01%	-25.88%
Apr-20	-58.31%	-70.13%	-68.71%	-54.67%	-52.67%	-45.86%	-53.98%	-43.91%	-57.74%
May-20	-48.91%	-60.05%	-55.23%	-40.99%	-39.63%	-32.10%	-34.25%	-22.71%	-44.20%
Jun-20	-34.08%	-47.74%	-38.90%	-24.9%	-29.41%	-15.95%	-16.55%	-9.85%	-29.40%
Jul-20	-25.16%	-41.65%	-31.40%	-18.59%	-19.54%	-12.80%	-11.93%	-4.85%	-22.28%
Aug-20	-23.96%	-40.16%	-28.63%	-18.48%	-15.96%	-15.42%	-11.82%	-7.13%	-21.34%
Sep-20	-20.72%	-36.14%	-25.55%	-9.86%	-11.57%	-4.37%	-6.57%	-6.19%	-16.44%
Oct-20	-21.05%	-35.65%	-25.33%	-10.97%	-13.39%	-8.07%	-6.18%	-1.39%	-16.89%
Nov-20	-25.21%	-40.08%	-32.61%	-19.66%	-18.09%	-18.04%	-13.64%	-8.48%	-23.13%
Dec-20	-27.76%	-41.02%	-34.12%	-22.16%	-21.51%	-22.21%	-17.68%	-9.90%	-25.77%
Jan-21	-24.12%	-37.31%	-32.45%	-13.99%	-17.85%	-19.66%	-6.60%	-5.71%	-19.71%
Feb-21	-21.15%	-34.41%	-30.24%	-14.35%	-15.51%	-19.41%	-7.83%	-5.54%	-18.61%
Mar-21	-18.98%	-31.22%	-26.73%	-9.25%	-11.22%	-15.29%	-3.63%	-0.89%	-14.77%
Apr-21	-24.89%	-31.29%	-30.33%	-8.81%	-15.29%	-19.68%	-7.51%	-6.42%	-17.46%
May-21	-27.51%	-28.85%	-27.55%	-7.81%	-17.23%	-16.38%	-6.72%	-8.41%	-17.21%
Jun-21	-23.54%	-27.04%	-23.53%	-3.47%	-13.60%	-14.90%	-3.77%	-5.77%	-13.83%
Jul-21	-22.77%	-26.67%	-19.20%	-2.11%	-11.25%	-11.10%	-5.30%	-6.28%	-12.77%
Aug-21	-25.21%	-28.65%	-21.43%	-6.61%	-10.99%	-15.06%	-10.19%	-13.37%	-15.92%
Sep-21	-23.81%	-22.87%	-13.65%	-2.25%	-10.86%	-4.93%	-8.15%	-5.74%	-12.82%
Oct-21	-21.98%	-20.05%	-13.17%	-3.88%	-11.25%	-0.15%	-7.03%	-5.34%	-12.06%
Nov-21	-20.11%	-19.45%	-14.55%	-4.48%	-6.77%	-15.54%	-4.59%	-6.40%	-11.19%
Dec-21	-23.77%	-20.63%	-14.57%	-5.09%	-10.71%	-10.66%	-7.78%	-6.84%	-13.24%
Jan-22	-25.11%	-23.03%	-16.23%	-3.32%	-10.16%	-9.00%	-8.33%	-9.03%	-13.69%
Feb-22	-26.33%	-23.80%	-16.72%	-3.18%	-10.61%	-9.08%	-9.00%	-9.75%	-14.33%
Mar-22	-23.71%	-20.59%	-13.87%	-2.49%	-8.93%	-7.52%	-8.03%	-8.73%	-12.46%
Apr-22	-23.30%	-19.26%	-12.23%	-2.15%	-8.63%	-6.74%	-7.66%	-8.15%	-11.87%
May-22	-21.95%	-17.64%	-10.90%	-1.77%	-7.88%	-5.84%	-7.14%	-7.23%	-10.92%
Jun-22	-21.80%	-17.23%	-10.48%	-1.50%	-7.98%	-5.70%	-7.20%	-7.06%	-10.75%
Jul-22	-21.47%	-16.70%	-10.01%	-1.20%	-7.65%	-5.06%	-6.47%	-6.30%	-10.10%
Aug-22	-21.20%	-16.13%	-9.42%	-0.96%	-7.45%	-4.56%	-6.22%	-6.28%	-9.69%
Sep-22	-22.98%	-16.74%	-9.24%	-0.92%	-7.70%	-5.07%	-7.55%	-7.25%	-10.77%
Oct-22	-22.04%	-15.60%	-8.30%	-0.68%	-7.14%	-4.53%	-7.55%	-7.72%	-10.25%
Nov-22	-23.51%	-16.39%	-8.57%	-0.51%	-7.40%	-4.63%	-7.94%	-8.49%	-10.69%
Dec-22	-23.23%	-16.00%	-8.26%	-0.33%	-6.89%	-4.46%	-8.07%	-8.83%	-10.54%

It should be noted how the three Bucks County Toll Bridges: Scudder Falls Toll Bridge, Trenton-Morrisville Toll Bridge, and New Hope-Lambertville Toll Bridge had a significantly lower recovery during 2021 than the average recovery. The New Hope-Lambertville Toll Bridge and the Scudder Falls Toll Bridge display lower rates of recovery in vehicle volume than the average, while Trenton-Morrisville Toll Bridge had virtually no recovery in 2021. It is too early to determine if these lower volumes are due to the Covid-19 pandemic and will one day return to the base level, or if the lower volumes will remain permanent past 2022.

Table 8: 2022 Toll Traffic Volume Projections

Region	Bridge	Base Westbound Toll Volumes	Covid-19 Adjustment	Projected Westbound Toll Volumes
Southern	Trenton-Morrisville	10,577,997	-2,428,944	8,149,053
Southern	Scudder Falls	8,734,244	-1,579,728	7,154,516
Southern	New Hope-Lambertville	1,895,918	-207,887	1,688,031
Central	Interstate 78	12,136,007	-185,695	11,950,312
Central	Easton-Phillipsburg	5,486,207	-447,290	5,038,917
Northern	Portland-Columbia	1,381,658	-81,569	1,300,089
Northern	Delaware Water Gap (I-80)	9,893,400	-743,478	9,149,922
Northern	Milford-Montague	1,268,783	-71,156	1,197,627
Total		51,374,214	-5,745,747	45,628,467

Other Adjustments

February 2021 Snow Adjustment

During February 2021, the northeastern United States saw record snowfall. Average snowfall averaged 23.5" in New Jersey, 15.3" above the 1991 to 2020 average. From 1895 to present day, February 2021 ranks as the 7th snowiest February.¹

The 2021 traffic volumes saw a significant drop during February 2021. A snow adjustment was calculated by using seasonal factors per bridge and vehicle class from the 2013-2019 data, deseasonalizing the 2021 dataset, applying a weighted average centered around February 2021, and reseasonalizing the smoothed result. Scudder Falls Bridge lacks the historical data to construct a seasonal factor, so Trenton-Morrisville's seasonal factors were applied after testing for significance. An estimated 347,048 vehicles were lost compared to a typical year across the eight (8) toll bridges.

¹ "Anything but Boring: February 2021 and Winter 2020/21 Recaps." Rutgers NJ Weather Network. <https://www.njweather.org/content/anything-boring-february-2021-and-winter-202021-recaps>

2022 Toll Volume and Toll Revenue Projections

The projected 2022 toll volumes were developed from the 2022 base volume with the Covid-19 Adjustment, and the Scudder Falls Bridge Replacement Adjustment. **Tables B-1 through B-8 in Appendix B** summarize 2021 volume projections. The 2022 Traffic Volume Projections are summarized in **Table 8**. The monthly 2021-2022 Traffic Volume Projections compared with the Base Traffic Volume and 2021 Actual Traffic Volumes are illustrated in **Figure 10**.

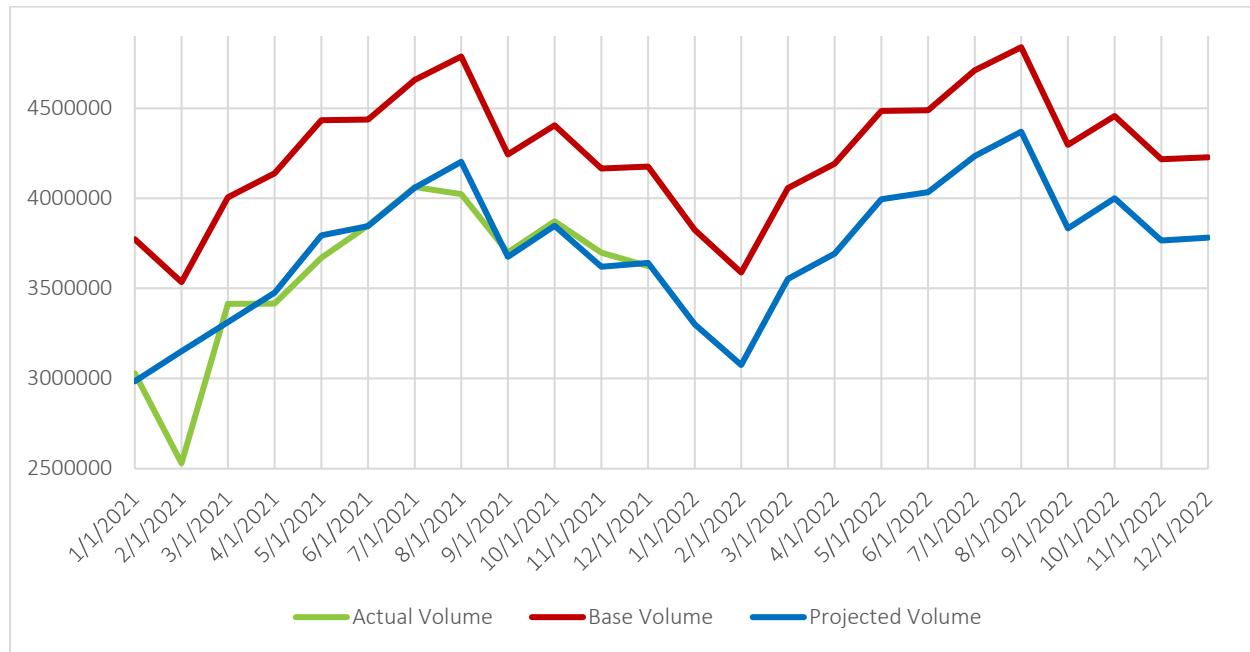


Figure 10: Monthly 2021-2022 Actual, Base, and Forecasted Volumes

Projected gross toll revenues for the eight (8) toll bridges are calculated using the traffic volume forecasts and “average” toll rates for each of the bridges, which account for E-ZPass discounts for frequent passenger car travel and off-peak truck crossings. The weighted average toll rates were developed specific to each vehicle class on each toll bridge using total toll revenue collected and total recorded toll volumes from May 2021 through December 2021. Toll revenue data was not used from January 2021 through April 2021 due to the change in toll structure occurring in April. The calculations do not reflect any toll increases for 2022. A monthly comparison to historical revenues has been illustrated in **Figure 11**.

Year 2022 Toll Bridge Traffic Volume and Revenue Projections
Delaware River Joint Toll Bridge Commission

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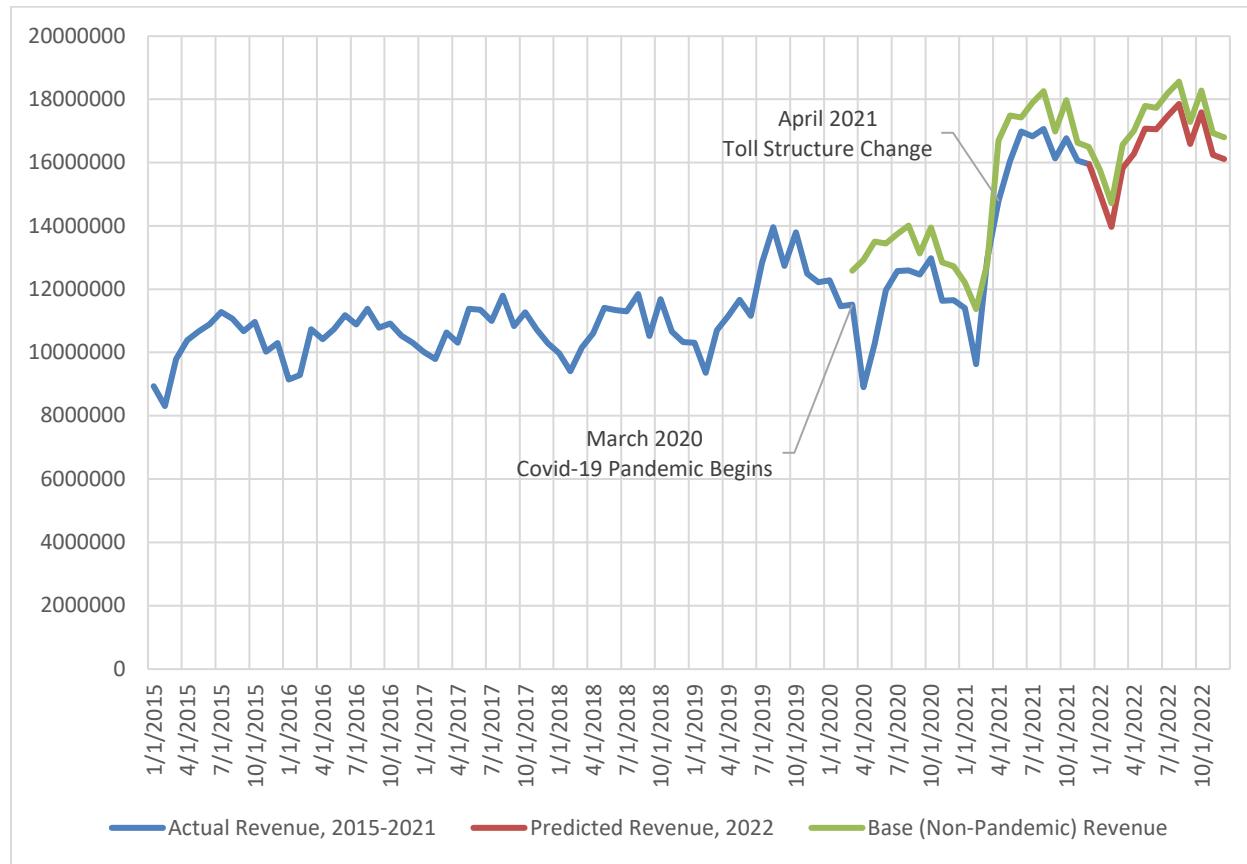


Figure 11: Monthly Historical, Base, and Projected Revenues 2015-2022

Year 2022 Toll Bridge Traffic Volume and Revenue Projections
Delaware River Joint Toll Bridge Commission

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Prediction Intervals were generated with this year's report due to the additional variances in the volume data. A 90% confidence level was used to maintain a reasonable interval. 90% of the time, the actual 2022 value should fall within the two bounds of the prediction interval, normally distributed around the forecasted value. These intervals are based on a combination of the variance in the base forecast and the adjustments. Note that a simple summation of the intervals will not add up to the total due to the covariance between each interval.

Table 9 and **Table 10** contain the 90% prediction intervals for the forecasted 2022 toll volume and forecasted 2022 toll revenue respectively.

Table 9: 2022 Forecasted Toll Volume 90% Prediction Intervals

Bridge	Forecasted Total Toll Volume	Lower 90% Prediction Interval Total Toll Volume	Upper 90% Prediction Interval Total Toll Volume
Trenton-Morrisville	8,149,053	7,371,397	8,926,709
Scudder Falls	7,154,516	6,677,634	7,631,397
New Hope-Lambertville	1,688,031	1,632,619	1,743,444
Interstate 78	11,950,312	11,600,750	12,299,875
Easton-Phillipsburg	5,038,917	4,842,930	5,234,905
Portland-Columbia	1,300,089	1,250,322	1,349,856
Delaware Water Gap (I-80)	9,149,922	8,912,597	9,387,246
Milford-Montague	1,197,627	1,148,303	1,246,953
Total	45,628,467	43,436,552	47,820,385

Table 10: 2022 Forecasted Toll Revenue 90% Prediction Intervals

Bridge	Forecasted Total Toll Revenue	Lower 90% Prediction Interval Total Toll Revenue	Upper 90% Prediction Interval Total Toll Revenue
Trenton-Morrisville	\$ 26,103,367.85	\$ 24,597,591.96	\$ 27,609,143.74
Scudder Falls	\$ 15,700,564.86	\$ 14,902,190.57	\$ 16,498,939.15
New Hope-Lambertville	\$ 4,031,399.48	\$ 3,905,049.05	\$ 4,157,749.92
Interstate 78	\$ 86,971,915.07	\$ 84,903,657.47	\$ 89,040,172.66
Easton-Phillipsburg	\$ 13,124,714.81	\$ 12,447,054.65	\$ 13,802,374.96
Portland-Columbia	\$ 4,155,072.01	\$ 3,946,857.85	\$ 4,363,286.17
Delaware Water Gap (I-80)	\$ 44,497,956.97	\$ 42,983,299.83	\$ 46,012,614.11
Milford-Montague	\$ 2,484,111.45	\$ 2,396,138.51	\$ 2,572,084.40
Total	\$ 197,069,102.50	\$ 190,081,839.89	\$ 204,056,365.11

Table 11 compares the 2021 toll volume for each bridge with the projected 2022 toll volume. As indicated, the overall toll traffic volumes are projected to increase by approximately 2,744,325 vehicles over 2021.

Table 12 compares the 2021 toll revenue for each bridge with the projected 2022 toll volume and revenue. As indicated, the overall toll revenue is projected to increase by approximately \$16,444,487.68 over the actual 2021 revenue. Since the toll structure change in April 2021 results in comparing years with differing toll structures, an adjusted 2021 toll revenue has been provided as if the entirety of 2021 was under the new toll structure.

Table 13 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 2021. The actual calculated Debt Service Coverage Ratio for 2021 was 2.36. 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 2.0 is also met.

Table 14 lists the projected revenues and expenditures for the year 2022. The sum of the year 2022 projected toll bridge revenues is \$197,069,102.50, the projected Net Revenue is \$121,400,782.88, and the Annual Debt Service is \$50,112,756.00. Comparing the projected Net Revenue to the Annual Debt Service, the projected Net Revenue is 242% of the Annual Debt Service (Debt Service Coverage Ratio of 2.42). 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 2.0 is also met.

Table 11: Volume Comparison – 2021 to 2022

Bridge	2021 Actual Toll Volume	2022 Projected Volume	% Change in Toll Volume
Trenton-Morrisville	7,821,586	8,149,053	4.19%
Scudder Falls	6,214,758	7,154,516	15.11%
New Hope-Lambertville	1,474,008	1,688,031	14.52%
Interstate 78	11,169,511	11,950,312	6.99%
Easton-Phillipsburg	4,709,884	5,038,917	6.99%
Portland-Columbia	1,170,584	1,300,089	11.06%
Delaware Water Gap (I-80)	9,123,292	9,149,922	0.29%
Milford-Montague	1,200,519	1,197,627	-0.24%
Total	42,884,142	45,628,467	6.40%

Table 12: Revenue Comparison – 2021 to 2022

Bridge	2021 Actual Revenue	2021 Revenue Adjusted to Current Toll Structure	2022 Projected Revenue	% Change in Toll Revenue (Actual to Projected)	% Change in Toll Revenue (Adjusted to Projected)
Trenton-Morrisville	\$ 23,552,524.81	\$ 25,254,300.63	\$ 26,103,367.85	10.83%	3.36%
Scudder Falls	\$ 14,595,159.37	\$ 14,892,995.80	\$ 15,700,564.86	7.55%	5.42%
New Hope-Lambertville	\$ 3,491,336.45	\$ 3,714,267.17	\$ 4,031,399.48	15.47%	8.54%
Interstate 78	\$ 80,240,823.51	\$ 84,111,820.77	\$ 86,971,915.07	8.39%	3.40%
Easton-Phillipsburg	\$ 11,190,205.14	\$ 12,003,736.95	\$ 13,124,714.81	17.29%	9.34%
Portland-Columbia	\$ 3,343,320.27	\$ 3,560,888.93	\$ 4,155,072.01	24.28%	16.69%
Delaware Water Gap (I-80)	\$ 41,931,251.76	\$ 44,375,484.73	\$ 44,497,956.97	6.12%	0.28%
Milford-Montague	\$ 2,279,993.51	\$ 2,477,571.14	\$ 2,484,111.45	8.95%	0.26%
Total	\$ 180,624,616.82	\$ 190,391,066.12	\$ 197,069,102.50	9.10%	3.51%

Table 13: Actual Revenue and Expenditures for 2021

Region	Bridge	2021 Volume	2021 Revenue
Southern	Trenton-Morrisville	7,821,586	\$ 23,552,524.81
Southern	Scudder Falls	6,214,758	\$ 14,595,159.37
Southern	New Hope-Lambertville	1,474,008	\$ 3,491,336.45
Central	Interstate 78	11,169,511	\$ 80,240,825.51
Central	Easton-Phillipsburg	4,709,884	\$ 11,190,205.14
Northern	Portland-Columbia	1,170,584	\$ 3,343,320.27
Northern	Delaware Water Gap	9,123,292	\$ 41,931,251.76
Northern	Milford-Montague	1,200,519	\$ 2,279,993.51
	Total	42,884,142	\$ 180,624,616.82
	2021 Toll Revenue	(From above)	\$ 180,624,616.82
	Toll Violation Enforcement Revenue ¹		\$ 2,350,226.00
	E-ZPass Service Fee Estimate		\$ 2,052,638.00
	Interest Income		\$ 1,943,668.00
	Other Income		\$ 444,811.00
	1. Total Revenue - 2021		\$ 187,415,959.82
	2. Operating Expenses - 2021		\$ <u>71,406,018.00</u>
	3. Net Revenue	(Line 1 - Line 2)	\$ 116,009,941.82
	4. Annual Debt Service		\$ 49,224,225.00
	5. 130% of Annual Debt Service		\$ 63,991,492.50
	6. Calculated Debt Service Coverage Ratio	(Line 3 / Line 4)	2.36
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 2.0 is also met.			
¹ This represents violation administration fees charged offset by other allowances and adjustments including late fees, violation toll and administration fee dismissals/write-offs, reserves for outstanding violation balances and rejected transactions.			

Table 14: Projected Revenue and Expenditures for 2022

Region	Bridge	2022 Volume	2022 Revenue
Southern	Trenton-Morrisville	8,149,053	\$ 26,103,367.85
Southern	Scudder Falls	7,154,516	\$ 15,700,564.86
Southern	New Hope-Lambertville	1,688,031	\$ 4,031,399.48
Central	Interstate 78	11,950,312	\$ 86,971,915.07
Central	Easton-Phillipsburg	5,038,917	\$ 13,124,714.81
Northern	Portland-Columbia	1,300,089	\$ 4,155,072.01
Northern	Delaware Water Gap	9,149,922	\$ 44,497,956.97
Northern	Milford-Montague	1,197,627	\$ 2,484,111.45
Total		45,628,467	\$ 197,069,102.50
2022 Toll Revenue		(From above)	\$ 197,069,102.50
Toll Violation Enforcement Revenue ¹			\$ 2,564,158.38
E-ZPass Service Fee Estimate		(2022 Projected)	\$ 2,100,000.00
Interest Income		(2022 Projected)	\$ 1,200,000.00
Other Income		(2022 Projected)	\$ 300,000.00
1. Total Revenue - 2022			\$ 203,233,260.88
2. Operating Expenses - 2022		(2022 Projected)	\$ 81,832,478.00
3. Net Revenue		(Line 1 - Line 2)	\$ 121,400,782.88
4. Annual Debt Service		(2022 Projected)	\$ 50,112,756.00
5. 130% of Annual Debt Service			\$ 65,146,582.80
6. Calculated Debt Service Coverage Ratio		(Line 3 / Line 4)	2.42
<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 2.0 is also met.</p>			
<p>¹This represents violation administration fees charged offset by other allowances and adjustments including late fees, violation toll and administration fee dismissals/write-offs, reserves for outstanding violation balances and rejected transactions.</p>			

APPENDIX

2021 TRAFFIC ENGINEERING REPORT CONTRACT NO. C-761A

DRJTX21004



APPENDIX A

HISTORICAL TRAFFIC VOLUMES

DRJTBC TOLL-SUPPORTED AND TOLL BRIDGES

DRJTX21004



Table A-1 Toll-Supported Bridge Volumes

Year	Total	Belvidere	Northampton	Ridgeville	Street	Westerly
2003	6,432,733	7,234,336	20,482,074	2,544,878	5,806,922	2,088,050
2004	6,513,867	6,907,528	20,687,029	2,701,686	3,552,437	2,159,209
2005	6,057,304	6,754,817	20,105,105	2,111,283	4,950,542	1,890,227
2006	6,060,563	6,677,433	20,427,805	2,380,890	5,138,287	1,783,713
2007	6,789,956	6,757,686	21,326,836	2,500,349	5,318,388	1,187,451
2008	6,726,150	6,742,932	21,321,390	2,593,982	5,122,435	1,618,165
2009	6,615,922	6,703,922	20,840,592	2,516,585	4,897,198	1,674,056
2010	7,324,978	3,893,390	21,239,105	2,112,012	5,219,813	1,751,187
2011	6,012,330	5,931,173	20,991,631	2,579,297	5,214,660	1,650,683
2012	5,869,917	6,123,919	21,528,302	2,577,391	5,244,046	1,756,908
2013	5,872,699	6,163,988	21,257,596	2,734,607	5,163,319	1,756,904
2014	5,745,830	6,176,515	21,335,578	2,693,020	5,047,719	1,702,911
2015	5,843,036	6,438,469	21,594,797	2,650,661	4,967,825	1,712,404
2016	5,452,648	6,361,380	22,084,483	2,743,743	4,871,416	1,680,965
2017	5,595,983	6,040,841	21,464,166	2,176,756	4,786,392	1,693,360
2018	5,488,706	5,780,752	19,270,764	2,190,365	4,901,050	1,685,542
2019	5,661,752	5,612,283	9,656,749	2,660,946	4,598,108	1,815,971
2020	5,212,653	4,820,191	-	2,038,656	3,763,235	1,642,982
2021	5,895,098	5,557,182	-	2,329,415	4,454,221	1,582,589

Table A-2 2003 Toll-Supported Bridge Volumes

	Month	Lower Trenton	Galloway Street	Sudder Falls	Westinghouse Crossing	New Hope-Lambertville	Centre Bridge	Frenchtown	Uptown-Millford	Ridgeville	Belvidere	Northampton Street	Riverton-Bethlehem	Total
January	474,869	550,000	1,599,968	196,664	429,548	157,104	117,000	100,000	79,000	974,041	143,833	4,822,027		
February	443,845	521,260	1,356,222	164,661	377,167	122,798	95,058	101,033	78,494	555,358	128,562	3,944,428		
March	548,534	640,157	1,693,978	207,462	482,877	159,330	123,253	128,069	96,178	685,567	161,045	4,926,450		
April	538,237	636,833	1,731,919	214,795	488,760	178,486	127,826	132,334	100,623	689,978	167,730	5,007,521		
May	564,018	650,000	1,803,229	221,906	514,736	189,238	138,952	144,159	105,264	722,607	179,714	5,233,833		
June	551,801	611,738	1,774,949	220,403	509,340	188,205	138,492	140,910	100,064	700,702	176,310	5,112,914		
July	579,269	639,029	1,825,107	234,055	535,268	203,903	152,565	148,691	105,971	721,007	185,300	5,330,165		
August	569,290	626,182	1,797,945	223,958	527,067	195,991	147,191	145,387	103,158	720,548	176,188	5,232,905		
September	547,070	596,817	1,725,191	219,640	482,969	178,125	133,080	136,146	94,722	691,376	168,274	4,973,410		
October	573,398	621,353	1,849,644	236,089	522,009	188,364	136,929	141,315	100,340	724,195	177,738	5,271,374		
November	515,313	568,435	1,689,946	205,939	478,800	173,185	124,837	128,857	94,727	673,099	157,195	4,810,333		
December	527,089	572,532	1,633,976	199,306	458,381	153,321	110,861	120,553	94,378	669,187	149,241	4,688,325		
Total	6,432,733	7,234,336	20,482,074	2,544,878	5,806,922	2,088,050	1,546,014	1,557,454	1,152,919	8,527,665	1,971,130	59,354,175		

Table A-3 2004 Toll-Supported Bridge Volumes

	Month	Lower Trenton	Galloway Falls	Scudder Falls	Washington Crossing	New Hope-Lambertville	Centre Bridge	Frenchtown	Uhrstown	Eddy-Millford	Riegelsville	Street-Belvidere	Northampton	Street-Belvidere	Total
January	474,869	545,773	1,558,639	215,643	131,272	158,320	104,599	112,951	89,299	647,096	139,963	4,178,424			
February	491,631	541,831	1,584,203	220,054	157,576	162,945	108,568	114,563	86,645	646,150	141,661	4,255,827			
March	543,079	599,213	1,773,426	244,549	137,807	181,410	122,478	128,366	97,390	718,412	160,225	4,706,355			
April	532,424	594,358	1,802,794	250,560	154,061	193,391	130,759	141,162	97,980	724,557	164,864	4,786,910			
May	548,806	619,033	1,841,026	270,327	143,402	214,181	143,818	149,292	100,696	750,157	174,202	4,954,940			
June	537,692	609,804	1,831,365	250,175	301,416	196,765	139,959	146,241	97,578	708,925	171,847	4,991,767			
July	533,218	584,653	1,758,351	231,474	426,710	188,715	146,966	149,039	98,234	716,311	174,983	5,008,654			
August	536,367	555,972	1,811,783	221,746	436,722	185,161	144,138	144,543	97,182	720,922	170,090	5,024,636			
September	547,070	534,777	1,789,294	199,741	390,205	166,567	125,187	133,017	89,810	634,981	160,925	4,771,574			
October	573,398	587,641	1,459,900	216,130	443,149	177,050	133,368	142,999	98,574	714,031	170,631	4,716,871			
November	515,313	556,841	1,740,078	190,649	409,346	159,500	116,205	127,600	92,094	675,077	153,783	4,736,576			
December	480,000	577,632	1,736,170	190,638	420,771	155,204	112,075	127,686	97,425	692,831	155,831	4,746,263			
Total	6,313,867	6,907,528	20,687,029	2,701,686	3,552,437	2,139,209	1,528,210	1,617,459	1,142,907	8,349,450	1,939,005	56,878,787			

Table A-4 2005 Toll-Supported Bridge Volumes

	Month	Lower Trenton	Galloway Street	Sudder Falls	Washington Crossing	New Hope-Lambertville	Centre Bridge	Frenchtown	Uptown-Frenchtown	Eddy-Millford	Ridgeville-Northampton	Riverton-Betheldeere	Total
January	474,869	520,094	1,566,950	175,523	369,422	130,496	98,147	115,312	85,589	615,480	136,364	4,288,246	
February	436,839	506,071	1,521,736	167,777	359,028	126,870	95,552	109,768	82,146	599,385	135,497	4,140,569	
March	543,079	580,142	1,766,709	192,763	405,788	148,274	113,344	126,969	94,544	692,465	155,279	4,819,356	
April	532,424	527,249	1,131,518	21,035	385,277	145,725	103,752	116,299	99,691	591,668	147,988	3,802,626	
May	548,806	604,119	1,877,850	183,915	441,442	182,304	128,463	137,669	114,644	716,255	167,351	5,102,818	
June	537,692	601,724	1,858,574	198,817	436,210	182,171	127,998	132,171	116,004	710,299	165,285	5,066,945	
July	533,218	599,309	1,786,565	202,953	427,856	188,107	138,408	135,112	114,466	700,001	170,799	4,996,794	
August	510,000	598,063	1,858,505	201,975	437,261	180,094	134,231	131,779	110,654	741,908	162,021	5,066,491	
September	482,514	558,116	1,662,649	202,075	417,298	160,857	125,248	125,340	103,239	690,890	160,440	4,688,666	
October	504,022	560,559	1,745,874	200,667	439,579	172,000	125,108	124,343	104,940	710,506	166,786	4,854,384	
November	472,857	541,370	1,654,746	186,307	417,122	145,307	116,073	116,732	99,694	678,235	159,536	4,587,979	
December	480,984	558,001	1,673,429	177,476	414,259	128,022	106,302	112,082	101,868	697,971	155,725	4,606,119	
Total	6,057,304	6,754,817	20,105,105	2,111,283	4,950,542	1,890,227	1,483,576	1,227,479	8,145,063	1,883,071	56,024,093		

Table A-5 2006 Toll-Supported Bridge Volumes

Month	Trenton											
	Callahan Street	Sudder Falls	Westinghouse Crossing	New Hope-Lambertville	Centre Bridge	Stockton	Frenchtown	Upper Black	Eddy-Millford	Ridgeville	Notre Dame Street	Total
January	474,869	542,134	1,647,638	180,403	392,376	113,462	106,700	109,085	97,553	692,038	156,259	4,512,517
February	460,026	506,035	1,512,963	162,729	329,479	114,662	96,112	101,386	90,141	657,336	144,571	4,175,440
March	523,914	581,075	1,776,740	191,241	429,947	145,430	116,468	118,054	105,674	743,968	167,761	4,900,272
April	504,442	559,811	1,734,750	195,203	444,336	154,511	120,327	121,299	107,097	739,970	164,243	4,845,389
May	527,000	581,547	1,826,576	212,848	464,451	169,518	130,353	135,000	111,162	753,909	173,749	5,086,063
June	512,623	600,000	1,788,813	205,000	450,000	165,000	128,000	111,000	106,000	691,000	173,000	4,930,436
July	506,000	558,000	1,700,000	200,000	445,000	159,000	115,000	141,000	104,618	670,000	163,480	4,762,098
August	522,121	570,908	1,826,859	212,444	458,066	159,240	115,004	145,038	105,974	703,761	162,924	4,982,339
September	507,037	539,572	1,687,969	208,244	432,513	149,144	119,096	116,836	101,082	676,601	156,138	4,694,232
October	522,611	562,501	1,511,747	224,156	445,294	156,057	123,489	120,092	104,976	713,693	122,807	4,607,423
November	491,981	529,549	1,703,521	193,677	409,206	148,027	110,682	109,788	100,046	679,434	130,358	4,606,269
December	507,939	546,301	1,710,279	194,945	437,619	149,662	113,254	113,532	105,741	721,389	155,793	4,756,454
Total	6,060,563	6,677,433	20,427,805	2,380,890	5,138,287	1,783,713	1,394,485	1,442,110	1,240,064	8,443,099	1,871,083	56,859,532

Table A-6 2007 Toll-Supported Bridge Volumes

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

Estimated figures due to adjustments shown in italics and adjusted figures due to counter malfunction rounded

Centre Bridge - Stockton Bridge weekday closures for TS-429A (Jan-May, Nov) and the count station loop detectors were replaced in May
 Riverton - Belvidere Bridge weekend and weekday closures for TS-371A (Jan-July, Oct-Nov)

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

Table A-7 2008 Toll-Supported Bridge Volumes

	Month	Lower Trenton	Galloway Street	Sudder Falls	Westminister Crossing	New Hope-Lambertville	Centre Bridge	Frenchtown	Uptown-Millford	Ridgeville	Northampton Street	Riverton-Betheldele	Total
January	549,171	546,405	1,713,675	212,292	401,420	118,394	107,030	104,657	100,513	684,793	136,459	4,674,809	
February	517,339	518,435	1,599,753	196,860	374,271	104,984	95,233	90,579	93,440	633,000	120,662	4,344,555	
March	581,858	576,991	1,751,169	213,822	418,575	127,589	111,371	106,873	107,891	669,907	143,026	4,815,072	
April	584,031	577,733	1,819,802	232,002	434,746	135,471	116,538	108,559	112,799	636,451	149,179	4,907,331	
May	589,750	585,529	1,853,292	236,178	459,526	145,187	126,709	117,382	114,937	666,428	154,320	5,049,238	
June	579,166	570,037	1,809,912	222,609	447,505	146,138	124,312	114,459	110,376	683,685	148,997	4,957,196	
July	585,286	581,134	1,827,359	206,636	457,613	143,615	131,454	114,257	102,929	684,172	154,410	4,988,385	
August	581,026	574,488	1,813,596	217,165	463,633	150,120	129,548	114,789	104,825	664,408	152,225	4,965,823	
September	551,811	553,676	1,815,570	216,066	424,235	137,923	116,167	102,073	98,494	635,448	147,383	4,798,846	
October	557,418	577,329	1,826,723	233,058	443,608	140,967	126,718	98,207	103,852	672,295	156,041	4,936,216	
November	508,556	517,250	1,690,526	197,744	395,624	136,819	112,026	92,901	89,294	605,825	136,633	4,483,198	
December	540,738	563,926	1,794,014	209,550	401,679	130,957	104,539	97,961	87,757	632,779	133,367	4,697,266	
Total	6,726,150	6,742,932	21,321,390	2,593,982	5,122,435	1,618,165	1,401,665	1,227,108	7,869,191	1,732,702	57,618,416		

Estimated figures due to adjustments shown in red and adjusted figures due to counter malfunction rounded

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

Table A-8 2009 Toll-Supported Bridge Volumes

	Month	Lower Trenton	Galloway Street	Sudder Falls	Westinghouse Crossing	New Hope-Lambertville	Centre Bridge-Stockton	Frenchtown-Uhlerstown	Upper Black-Millford	Riegelsville	Northampton Street-Bethlehem	Total
January	518,115	553,851	1,609,018	199,361	350,943	116,074	97,639	92,981	79,741	603,279	126,110	4,347,112
February	500,303	490,991	1,522,087	189,393	351,147	115,328	96,407	91,060	77,190	591,359	125,656	4,150,921
March	565,748	555,634	1,707,097	220,540	384,131	132,470	110,887	103,561	88,307	666,954	144,833	4,680,162
April	579,305	582,724	1,827,731	224,781	403,555	143,491	119,288	110,797	94,754	684,941	152,173	4,923,520
May	588,519	590,292	1,831,390	224,827	426,904	164,146	131,358	120,087	97,028	705,446	161,272	5,041,269
June	579,191	551,107	1,823,098	214,028	417,571	146,159	126,641	116,651	105,790	684,546	157,903	4,922,685
July	588,155	580,735	1,734,832	218,537	448,893	142,686	140,607	123,648	113,477	661,319	160,559	4,913,467
August	574,407	572,997	1,812,943	207,522	448,977	160,092	133,636	122,459	110,022	682,176	152,663	4,977,394
September	541,100	559,584	1,739,818	210,094	421,046	155,092	127,499	117,161	103,864	638,612	151,627	4,765,497
October	559,056	568,089	1,796,426	216,949	432,672	137,538	126,932	116,117	107,958	642,662	154,067	4,858,467
November	513,799	537,297	1,724,337	198,432	411,658	128,515	116,369	108,037	101,092	585,296	139,078	4,563,910
December	508,224	560,621	1,711,797	192,122	399,701	132,464	107,376	110,263	102,062	725,262	134,964	4,684,356
Total	6,615,922	6,703,922	20,840,592	2,516,585	4,897,198	1,674,056	1,434,618	1,332,822	1,181,285	7,871,852	1,760,905	56,829,760

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

Table A-9 2010 Toll-Supported Bridge Volumes

	Month	Trenton	Calhoun Street ^{6,8}	Sudder Falls ^{6,8}	Washington Crossing ^{5,9,11}	New Hope Lambeville ^{5,9,11}	Center Bridge ^{2,4}	Frenchtown Union ^{1,2}	Upper Black Eddy-Millford ^{1,2}	Riegelsville ^{1,2,5}	Morhempton Street ^{3,15}	Riverton Belvidere 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	5,002,832	
June	808,530	-	1,896,540	230,280	460,795	158,409	136,239	123,778	110,293	658,975	160,369	4,744,498	
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	140,533	123,130	109,481	662,140	155,544	4,655,381	
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	5,249,813	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.

1. Counters down 1-29-10 to 1-31-10. Data interpolated.

2. WB Counter down 1-24-10 to 1-31-10. Data interpolated.

3. Counters down 1-30-10 to 1-31-10. Data interpolated.

4. WB Counter down 2-1-10 to 2-21-10. Data interpolated.

5. Counter down 3-16-10 to 3-18-10. Data interpolated.

6. Counter down 4-26-10 to 4-31-10. Data interpolated.

7. Counters down 4-1-10 to 4-30-10. Data interpolated from 2009.

8. Calhoun Street TSB closed from 5-24-10 to 9-24-10 for rehabilitation under Contract No. TS-442A. Counters not in service.

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

10. 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.

11. Counters down 11-1-10 to 11-30-10. July 2010 data interpolated decreased by 5%.

12. Bridge closed on weekends due to construction under Contract No. TS-445A.

13. Counters down 11-2-10 to 11-19-10. Data interpolated.

14. Counter down 12-1-10 to 12-22-10. 2009 data interpolated and decreased by 1%.

15. Counter down 12-22-10 to 12-31-10. Data interpolated.

Table A-10 2011 Toll-Supported Bridge Volumes

	Month	Trenton ^{4,9}	Chalon ^{4,9}	Street ^{4,9}	Sudder Falls ^{4,9}	Waddington ^{4,7,10}	Lambeville ^{4,12}	New Hope ^{4,7,10}	Centre Bridge ^{4,9}	Upper Black Eddy ^{4,9}	Fanchtown ⁶	Riegelsville ^{5,13}	Upper Black Eddy-Millford ^{3,5,13}	Riegelsville ^{5,13}	Northampton ⁶	Street ^{2,6}	Riverton ⁶	Betheldele ⁶	Total
January	454,207	423,944	1,519,742	190,750	367,151	107,382	134,906	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	3,901,380							
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	1,834,806	234,476	470,055	157,269	166,907	37,109	104,711	632,516	140,625	4,822,387							
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	533,312	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 1-22-1 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 N0. 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 A-11 2012 Toll-Supported Bridge Volumes

	Month	Lower Tererton ^{5,6,7,8,1}	Cahoon Street ^{5,11}	Scullyer Falls ^{2,6,11}	Washington Crossing ¹¹	New Hope ^{1,2,3,4,9,11}	Lambertville ¹¹	Center Bridge ^{3,11}	Stockton ^{3,11}	Upper Black Eddy-Millford ¹¹	Riegelsville ¹¹	Northampton Street ¹¹	Pineerton ¹¹	Bethlehem 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	507,858	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 A-12 - 2013 Toll-Supported Bridge Volumes

	Lower Trenton	Chalfoun Street	Sudder Fields	Washington Crossing	New Hope	Lambertville	Center Bridge	Upper Township	Flemington	Wheatonville	Eddy-Millford	Riverton	Belvidere	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	489,839	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 A-13 2014 Toll-Supported Bridge Volumes

	Total	Riverfront- Belvidere	Northampton- Street	Ridgeville- Upper-Breck	Ullerstown- Frenchtown	Frenchtown- Stockton	Centre Bridge- Lambertville	New Hope- Crossing	Washington- Crossing	Centerline- 3rd St.	Centerline- 2nd St.	Lower- Trenton	Callahan- Streets	Sudder- Falls	Waddington- Lambeville	Centre Bridge- 3rd St.	Upper-Breck	Ridgeville- Eddy-Millford	Northampton- Street	Riverfront- 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	134,97	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	123,422	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.

Table A-14 2015 Toll-Supported Bridge Volumes

	Total	Riverton Belvidere 4	Northampton Street	Ridgeville Eddy-Millford 14	Upper Black Freestown-Wilkes-Barre 14	Uhrstown-Freestown	Center Bridge 26, 28	Stockton-Lambertville 26, 28	Crossings 26, 28	New Hope-Lambertville 14, 15	Wethersfield 14, 15	Center Bridge 26, 28	Freestown-Wilkes-Barre 14	Ridgeville Eddy-Millford 14	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	121,900	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 1-15 to 1-31-15. 2014 data interpolated and increased by 3.8%.

(2) Counter down 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 Roadway 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 A-15 2016 Toll-Supported Bridge Volumes

	Month	Trenton 3	Galloway Street 1, 4, 6, 8, 11, 15	Sudder Fields 2, 7, 26, 30	Washington Crossings 1, 9	Lambertville 2, 5, 20, 28, 32	Center Bridge 2, 4, 29, 33	Stockton 2, 4, 29, 33	Upper Black Mountain 24, 28, 32	Riegelsville 24, 28, 32	Northampton 25	Bethlehem 24, 28, 32	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	562,830	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 2015 and available 2016 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 3-31-16. 2015 data interpolated and increased by 12.6%.
- (7) Counter down 3-1-16 to 3-31-16. 2015 data interpolated and increased by 3.75%.
- (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 8-8-16.2 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 11/1/16 - 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 A-16 2017 Toll-Supported Bridge Volumes

	Month	Trenton	Chahoun Street	Scully Falls	Washington Crossing	New Hope-Pequest	Lambertville	Fredericktown	Uhlertown-Millford	Ridgeville	Bethelmore	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	168,556	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 A-17 2018 Toll-Supported Bridge Volumes

	Month	Trenton	Chalon	Scudder Falls	Washington Crossing	New Hope	Lambertville	Center Bridge	Upper Bucks	Freedomtown	Riegelsville	Northampton	Street	Bethlehem	Riverton	Total
January	420,701	472,577	1,554,131	164,381	471,953	115,397	111,865	96,959	87,004	539,951	137,306	4,172,225				
February	406,882	449,608	1,367,638	150,472	413,051	108,772	104,694	89,325	80,983	499,361	125,967	3,796,753				
March	446,416	477,203	1,470,884	163,011	444,517	124,305	127,743	101,591	92,754	512,041	148,786	4,109,251				
April	474,106	503,330	1,668,438	184,881	429,129	138,930	161,732	108,908	103,465	515,527	158,500	4,446,946				
May	503,217	531,477	1,693,111	195,129	418,663	154,115	177,358	115,352	107,145	547,795	162,440	4,605,802				
June	486,214	497,570	1,745,881	193,100	370,990	156,367	170,319	111,594	107,564	543,547	159,478	4,542,624				
July	485,249	495,080	1,694,966	188,561	349,250	158,741	178,771	112,730	107,031	545,991	161,346	4,477,716				
August	486,965	505,319	1,710,731	193,851	356,798	154,128	169,384	112,364	103,320	543,552	156,200	4,492,612				
September	448,993	474,296	1,587,924	192,007	366,166	144,770	152,966	105,321	95,423	501,765	149,660	4,219,296				
October	464,993	488,399	1,635,968	204,130	424,273	153,767	142,407	109,627	99,370	506,537	155,923	4,385,394				
November	428,623	432,762	1,578,119	182,012	422,477	137,839	122,958	102,429	93,150	483,587	140,570	4,124,526				
December	436,342	453,131	1,562,973	178,830	433,783	138,411	129,537	104,427	94,667	505,056	141,875	4,179,032				
Total	5,488,706	5,780,752	19,270,764	2,190,365	4,901,050	1,685,542	1,749,734	1,270,627	1,171,876	6,244,710	1,798,051	51,552,176				

Note Estimated figures due to adjustments shown in red. Data interpolated from 2017 and available 2018 volumes.

(1) Scudder Falls bridge under construction since June 2017.

(2) Counter down 3-3-18 to 3-15-18. Data interpolated.

(3) Counter miscounted on 8 days. Data interpolated.

(4) Counter down 4-16-18 and 4-17-18 due to power failure. Data interpolated.

(5) Northbound counter error 4-25-18 to 4-29-18. Data interpolated.

(6) Traffic Counts at NHL were determined to be incorrect. The sensor at the facility was recalibrated.

Table A-18 2019 Toll-Supported Bridge Volumes

	Month	Trenton	Chahoun Street	Scudder Falls	Washington Crossing	New Hope-Lambertville	Center Bridge	Flemington	Upper Black-Millford	Riegelsville	Northampton	Street 57	Riverton-Bethlehem	Total
January	427,734	424,302	1,503,716	160,929	378,643	120,697	129,124	96,387	84,919	487,946	135,710	3,950,107		
February	395,774	396,802	1,356,928	153,128	348,599	107,232	129,112	88,979	78,983	453,910	126,065	3,635,512		
March	463,662	459,538	1,529,699	192,485	418,890	131,431	154,761	103,942	93,799	518,329	154,144	4,220,680		
April	464,454	475,326	1,545,930	211,385	399,685	147,235	174,155	107,880	99,815	513,660	157,065	4,296,590		
May	485,541	493,964	1,579,224	233,317	384,459	169,751	191,628	114,098	107,059	528,616	168,997	4,456,654		
June	481,275	483,056	1,593,141	229,031	367,586	166,442	186,208	110,076	107,683	534,018	169,830	4,428,346		
July	520,453	508,784	588,111	262,922	357,426	172,158	189,273	112,428	108,809	549,490	169,976	3,539,830		
August	507,960	526,146		279,397	378,733	174,952	179,496	111,486	108,317	547,340	168,486	2,982,313		
September	479,092	485,789	-	243,548	360,985	162,850	151,397	104,544	98,146	506,795	158,383	2,751,529		
October	493,882	484,464	-	255,524	399,213	164,314	169,750	109,978	101,504	507,892	160,609	2,847,130		
November	466,685	456,074	-	224,876	385,550	154,101	155,391	104,447	94,824	498,655	144,902	2,685,505		
December	475,240	418,038	-	214,374	418,339	144,808	150,094	103,103	90,810	511,615	137,124	2,663,545		
Total	5,661,752	5,612,283	9,696,749	2,660,916	4,598,108	1,815,971	1,960,389	1,267,348	1,174,668	6,158,266	1,851,291	42,457,741		

Note Estimated figures due to adjustments shown in red. Data interpolated from 2018 and available 2019 volumes.

(1) Traffic Counter was deactive July 10 when PA bound traffic was moved to new bridge.

(2) On July 14, 2019, Scudder Falls became a Toll Bridge.

(3) 3/19 Data Interpolated

(4) In July traffic counts at NH-L were determined to be incorrect. The sensor at the facility was recalibrated.

(5) Counter down from May 1 - 9. Data interpolated.

(6) Counter down from May 19-22. Data interpolated.

(7) Counter error 4/25-4/30. Data interpolated.

Table A-19 2020 Toll-Supported Bridge Volumes

	Milepost	Location	Streets	Total
January	468.822	399,227	214,425	397,885
February	451.368	372,476	201,682	377,181
March	406,603	353,001	154,831	321,073
April	310,632	279,121	95,798	215,055
May	403,762	375,040	139,688	251,795
June	445,194	441,431	183,815	206,398
July	483,129	478,167	177,802	289,461
August	480,256	463,279	178,688	326,852
September	456,258	459,063	182,684	342,132
October	468,582	427,797	193,008	376,486
November	421,934	383,685	164,074	327,305
December	416,113	387,904	152,161	331,612
Total	5,212,653	4,820,191	2,038,656	3,763,235
				1,642,982
				1,443,708
				1,161,077
				1,030,592
				5,541,755
				1,638,772
				28,293,621

Notes:

- On 3/19/20, Due to COVID-19 Pandemic, PA Governor Wolf Orders Closure of Non-Life-Sustaining Businesses at 8 p.m. On 3/23/20, Gov. Wolf begins to issue Stay at Home Orders to specific counties. These restrictions were eased on June 5.
- On 3/21/20 Due to COVID-19 Pandemic, NJ Governor Murphy Announces Statewide Stay at Home Order, Closure of All Non-Essential Retail Businesses. These restrictions were eased on June 9.

Table A-20 2021 Toll-Supported Bridge Volumes

Month		Lower Trenton Street	Callahan Street	Washington Crossing	New Hope-Pemberton	Centre Bridge	Stockton	Ukertown-Frenethown	Freddy-Millford	Ridgeville-Northampton	Riverton-Belvidere	Total
January ¹	419,057	386,951	144,752	310,912	114,232	99,797	93,105	77,539	438,911	120,416	2,205,672	
February ^{1,2}	349,154	350,053	108,192	237,480	85,775	67,774	71,632	62,874	367,200	95,476	1,795,610	
March	460,466	446,897	165,540	343,734	130,413	120,562	100,298	88,253	480,046	139,945	2,476,154	
April	489,842	452,701	177,701	352,949	142,090	141,127	104,271	93,230	516,643	146,870	2,617,424	
May	535,904	493,537	201,879	397,520	162,030	156,927	111,602	102,845	558,390	161,156	2,881,790	
June	538,611	481,821	209,491	397,165	163,892	152,070	109,429	103,747	541,902	159,056	2,857,184	
July	551,150	515,891	217,871	415,298	172,726	155,590	112,044	106,573	549,604	167,076	2,963,823	
August	536,030	499,680	241,178	387,067	162,109	148,006	106,282	103,187	534,918	160,250	2,878,707	
September	507,481	457,855	210,069	401,288	110,406	146,634	103,825	99,505	505,902	154,257	2,697,222	
October	521,889	492,009	231,780	446,422	116,933	163,236	111,782	103,753	524,076	159,008	2,870,888	
November	490,844	480,039	217,149	385,140	110,960	140,361	103,232	97,150	490,563	142,575	2,658,013	
December	494,670	499,748	203,813	379,246	111,023	133,380	104,961	95,384	507,652	142,425	2,672,302	
Total	5,895,098	5,557,182	2,329,415	4,454,221	1,582,589	1,625,464	1,232,463	1,134,040	6,015,807	1,748,510	31,574,789	

Note Estimated figures due to adjustments shown in red. Data interpolated from 2020 and available 2021 volumes.

(1) 1/31 to 2/2 - Nor'easter Snowstorm. Traffic volume lower than normal.

(2) 2/7 and 2/18 - Snowstorms. Traffic volume lower than normal.

(3) 3/14 - Traffic Counter Error. Data interpolated

(4) Sensor lost in lightning strike on 7/7 and unavailable until 7/23. Data interpolated

Table A-21 - 2003 Toll Bridge Volumes

Class		Trenton-Morrisville	New Hope-Lambertville	Interstate 78	Easton-Phillipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Mifflord-Montague	Total
Passenger Car		5,768,483	1,414,641	6,541,760	5,011,429	1,082,374	8,057,439	1,229,834	29,105,960
2-axle truck		145,020	39,377	199,840	154,235	27,528	143,521	21,418	730,939
3-axle truck		60,411	21,936	102,434	62,981	9,415	87,427	5,139	349,743
4-axle truck		46,618	7,097	115,586	41,555	5,795	52,233	2,145	271,029
5-axle truck		165,587	26,497	1,891,300	259,050	28,508	1,108,058	10,626	3,489,626
6-axle truck		1,404	799	30,728	3,841	226	19,127	119	56,244
7-axle truck		122	42	1,101	205	5	981	41	2,497
special permit		69	1	809	75	10	780	7	1,751
Total		6,187,714	1,510,390	8,883,558	5,533,371	1,153,861	9,469,566	1,269,329	34,007,789

Table A-22 - 2004 Toll Bridge Volumes

Class	Trenton-Morrisville	New Hope-Morristown	Lambertville	Interstate 78	Faston-Philipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Mifflord-Montague	Total
Passenger Car	6,281,830	2,026,746	6,974,743	5,551,047	1,162,560	8,488,847	1,311,848	31,797,621	
2-axle truck	159,655	52,056	222,516	168,748	28,720	161,134	22,786	815,615	
3-axle truck	71,473	24,171	93,683	60,320	11,677	93,075	5,328	359,727	
4-axle truck	50,275	7,797	111,525	45,422	6,149	57,861	1,929	280,958	
5-axle truck	169,038	27,141	1,946,024	263,362	31,778	1,128,514	10,495	3,576,352	
6-axle truck	1,594	804	35,967	4,853	453	20,887	107	64,665	
7-axle truck	146	67	1,379	211	14	1,346	38	3,201	
special permit	-	-	8	-	-	69	3	80	
Total	6,734,011	2,138,782	9,385,845	6,093,963	1,241,351	9,951,733	1,352,534	36,898,219	

Table A-23 - 2005 Toll Bridge Volumes

Class	Trenton-Morrisville	New Hope-Lambertville	Interstate 78	Faston-Philipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Mifflord-Montague	Total
Passenger Car	6,588,111	1,700,215	7,226,070	5,690,754	1,217,782	8,493,107	1,300,872	32,216,911
2-axle truck	172,109	50,979	231,076	173,094	29,958	161,724	23,234	842,174
3-axle truck	74,247	26,248	99,176	64,105	10,874	95,818	5,244	375,712
4-axle truck	55,136	7,052	119,102	42,727	6,780	63,106	1,887	295,790
5-axle truck	185,618	26,682	1,922,988	263,496	34,076	1,120,941	10,014	3,563,815
6-axle truck	1,876	718	38,604	5,826	705	20,884	99	68,712
7-axle truck	132	48	1,420	252	12	1,246	24	3,134
special permit	-	4	12	-	-	64	-	80
Total	7,077,229	1,811,946	9,638,448	6,240,254	1,300,187	9,956,890	1,341,374	37,366,328

Table A-24 - 2006 Toll Bridge Volumes

Class	Trenton-Morrisville	New Hope-Millerville	Lambertville	Interstate 78	Faston-Philipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Mifflord-Montague	Total
Passenger Car	6,805,085	1,720,641	7,605,954	5,702,051	1,221,400	8,590,643	1,303,872	32,949,646	
2-axle truck	181,550	56,265	236,629	168,505	30,743	162,397	24,278	860,367	
3-axle truck	78,038	31,139	104,217	64,531	10,287	95,676	5,228	389,116	
4-axle truck	58,329	6,938	127,958	48,881	8,645	63,265	1,946	315,962	
5-axle truck	194,518	26,910	1,943,206	250,482	34,464	1,124,054	9,380	3,583,014	
6-axle truck	1,769	757	41,381	6,699	589	19,712	78	70,985	
7-axle truck	136	52	1,485	177	13	1,376	18	3,257	
special permit	-	1	8	-	-	42	-	51	
Total	7,319,425	1,842,703	10,060,838	6,241,326	1,306,141	10,057,165	1,344,800	38,172,398	

Table A-25 - 2007 Toll Bridge Volumes

Class		Trenton-Morrisville	New Hope-Lambertville	Interstate 78	Festoon-Phillipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Miford-Montague	Total
Passenger Car		6,396,032	1,894,591	7,821,489	5,742,513	1,365,195	8,501,039	1,310,047	33,030,906
2-axle truck		176,380	57,425	235,204	164,859	30,772	162,971	26,171	853,782
3-axle truck		83,143	28,569	106,916	59,599	12,364	96,380	4,545	391,516
4-axle truck		61,861	7,614	124,799	60,400	7,980	67,828	2,011	332,493
5-axle truck		178,566	28,473	1,877,951	210,038	33,480	1,175,507	8,921	3,512,936
6-axle truck		1,493	964	42,808	3,351	475	23,663	85	72,839
7-axle truck		39	50	1,123	113	9	1,104	11	2,449
special permit		-	-	9	-	-	38	-	47
Total		6,897,514	2,017,686	10,210,299	6,240,873	1,450,275	10,028,530	1,351,791	38,196,968

Table A-26 - 2008 Toll Bridge Volumes

Class	Trenton-Morrisville	New Hope-Lambertville	Interstate 78	Faston-Philipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Mifflord-Montague	Total
Passenger Car	6,107,545	1,758,949	7,559,187	5,925,210	1,274,654	8,290,964	1,265,773	32,182,282
2-axle truck	175,125	55,234	230,345	159,893	29,250	153,827	26,692	830,366
3-axle truck	85,360	24,051	103,599	61,563	12,887	92,137	4,486	384,083
4-axle truck	65,417	6,669	116,043	60,317	8,791	62,497	1,569	321,303
5-axle truck	171,432	25,391	1,831,467	215,992	32,306	1,090,089	8,917	3,375,594
6-axle truck	1,776	749	49,371	3,055	295	24,637	129	80,012
7-axle truck	33	23	1,379	71	12	1,036	8	2,562
special permit	-	1	8	-	-	49	-	58
Total	6,606,688	1,871,067	9,891,399	6,426,101	1,358,195	9,715,236	1,307,574	37,176,260

Table A-27 - 2009 Toll Bridge Volumes

Class	Trenton-Morrisville	New Hope-Lamberville	Interstate 78	Faston-Philipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Mifflord-Montague	Total
Passenger Car	6,295,506	1,853,211	7,791,397	5,755,012	1,242,932	8,389,765	1,257,979	32,585,802
2-axle truck	168,865	57,087	216,745	146,489	28,857	146,366	22,466	786,875
3-axle truck	65,994	19,705	94,012	48,270	9,132	85,801	3,645	326,559
4-axle truck	49,557	5,645	105,485	54,877	9,403	49,796	1,475	276,238
5-axle truck	144,868	25,843	1,737,739	207,313	29,159	1,026,829	7,466	3,179,217
6-axle truck	1,531	540	45,027	2,424	255	20,928	93	70,798
7-axle truck	27	42	1,195	62	45	736	8	2,115
special permit	-	-	10	-	-	32	-	42
Total	6,726,348	1,962,073	9,991,610	6,214,447	1,319,783	9,720,253	1,293,132	37,227,646

Table A-28 - 2010 Toll Bridge Volumes

Class	Bridge Name					Total
	New Hope-Lambertville	Moorestown-Mortisville	Interstate 78	Easton-Philipsburg	Portland-Columbia	
Passenger Car	7,371,984	1,821,912	7,991,887	5,804,769	1,325,985	8,286,185
2-axle truck	193,415	55,412	212,663	149,537	29,753	150,526
3-axle truck	72,859	19,344	98,774	47,222	11,088	90,065
4-axle truck	57,380	7,372	124,014	36,986	11,769	51,605
5-axle truck	160,172	25,637	1,793,766	184,522	32,033	1,018,100
6-axle truck	1,697	589	47,625	2,379	331	26,319
7-axle truck	30	45	2,722	45	11	856
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 A-29 - 2011 Toll Bridge Volumes

Class	New Hope-Lambertville	Interstate 78	Easton-Phillipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Mifflord-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
2-axle truck	199,949	57,104	231,071	141,994	27,959	143,266	21,084
3-axle truck	69,632	18,764	114,082	46,092	11,676	92,400	3,511
4-axle truck	57,171	7,819	132,317	34,920	13,088	59,447	1,821
5-axle truck	185,598	26,562	1,882,116	159,328	31,001	964,013	6,921
6-axle truck	1,298	648	50,761	2,002	503	26,614	65
7-axle truck	47	41	5,210	55	11	1,585	7
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 A-30 - 2012 Toll Bridge Volumes

Class	Bridge Name							Total	
	Interstate 78	New Hope-Lambertville	Mountain-Morristown	Interstate 78	Easton-Philipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Mifflord-Montague	
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 A-31 - 2013 Toll Bridge Volumes

Class	Bridge Name					Total
	New Hope-Lambertville	Morrisville-Trenton	Interstate 78	Easton-Philipsburg	Portland-Columbia	
Passenger Car	7,470,065	1,814,421	8,428,174	4,794,140	1,119,966	7,884,760
2-axle truck	212,161	61,816	249,998	132,598	25,120	144,228
3-axle truck	80,413	18,863	138,341	40,400	11,067	86,797
4-axle truck	70,723	8,328	156,674	38,460	11,084	69,827
5-axle truck	185,706	29,138	2,034,255	127,619	25,886	1,004,042
6-axle truck	1,847	562	66,916	1,499	272	31,819
7-axle truck	47	50	8,278	34	1	1,945
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 A-32 - 2014 Toll Bridge Volumes

Class	Bridge Name					Total
	New Hope-Lambertville	Morrisville-Trenton	Interstate 78	Easton-Philipsburg	Portland-Columbia	
Passenger Car	7,548,671	1,841,656	8,635,506	4,632,064	1,112,912	7,857,877
2-axle truck	221,314	58,705	257,506	124,212	25,392	145,374
3-axle truck	82,788	19,042	138,758	33,180	13,410	85,446
4-axle truck	84,678	8,306	179,539	30,567	9,432	73,267
5-axle truck	187,757	31,532	2,095,950	106,925	28,828	1,003,255
6-axle truck	1,724	664	67,456	1,138	234	28,559
7-axle truck	93	48	8,209	26	2	1,995
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 A-33 - 2015 Toll Bridge Volumes

Class	Bridge Name					Total	
	Interstate 78	New Hope-Lambertville	Mountain-Philipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Mifflord-Montague	
Passenger Car	8,038,843	1,844,341	8,871,099	4,918,925	1,145,772	8,119,795	1,279,570
2-axle truck	227,189	58,188	267,863	128,646	30,307	149,928	26,109
3-axle truck	84,844	18,851	148,869	35,904	14,105	86,845	3,634
4-axle truck	89,944	8,907	194,941	33,621	22,181	93,206	1,752
5-axle truck	185,240	32,369	2,177,626	114,555	32,311	1,037,847	7,649
6-axle truck	1,363	858	68,988	1,102	441	28,995	147
7-axle truck	116	60	7,725	34	65	1,787	17
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 A-34 - 2016 Toll Bridge Volumes

Class	Trenton-Morrisville	New Hope-Lambertville	Interstate 78	Easton-Phillipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Miford-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
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 A-35 - 2017 Toll Bridge Volumes

Class	Bridge Name					Total
	New Hope-Lambertville	Morrisville-Trenton	Interstate 78	Easton-Philipsburg	Portland-Columbia	
Passenger Car	8,792,379	1,851,362	8,960,571	5,052,071	1,182,950	8,340,246
2-axle truck	178,084	43,800	302,155	84,107	18,402	190,428
3-axle truck	117,937	20,706	195,795	37,038	9,232	121,285
4-axle truck	105,696	8,507	217,754	31,129	27,739	123,696
5-axle truck	233,724	35,319	2,270,796	127,787	34,608	1,002,276
6-axle truck	2,113	1,090	72,822	1,351	458	32,774
7-axle truck	206	40	3,260	37	17	852
special permit	-	-	1	-	-	1
Total	9,430,139	1,960,824	12,023,154	5,333,520	1,273,406	9,811,557
						41,139,637
					1,307,037	

Table A-36 - 2018 Toll Bridge Volumes

Class	Trenton-Morrisville	New Hope-Lambertville	Interstate 78	Easton-Phillipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Miford-Montague	Total
Passenger Car	8,666,684	1,814,580	8,547,937	5,061,475	1,194,251	8,090,093	1,246,711	34,621,731
2-axle truck	188,743	48,750	289,230	102,681	20,224	200,331	18,852	868,811
3-axle truck	121,963	17,568	157,744	36,431	8,258	111,971	3,972	457,907
4-axle truck	90,330	10,433	232,953	32,661	36,793	103,545	2,460	509,175
5-axle truck	247,458	35,519	2,286,670	128,918	36,399	1,022,806	9,991	3,767,761
6-axle truck	2,237	1,312	75,832	1,257	541	33,759	139	115,077
7-axle truck	216	52	2,913	46	23	1,352	9	4,611
special permit	-	-	-	-	-	-	-	-
Total	9,317,631	1,928,214	11,593,279	5,363,469	1,296,489	9,563,857	1,282,134	40,345,073

Table A-37 - 2019 Toll Bridge Volumes

Class		Milford-Montague Gap (I-80)						Total	
Passenger Car	9,020,765	3,755,095	1,797,330	8,604,157	5,061,537	1,219,644	8,086,043	1,215,298	38,759,869
2-axle truck	264,266	89,199	57,592	299,728	115,778	23,238	199,027	20,720	1,069,548
3-axle truck	111,137	20,146	13,373	155,643	41,056	9,194	86,906	5,005	442,460
4-axle truck	82,849	16,902	12,203	239,891	35,542	45,295	93,434	3,692	529,808
5-axle truck	270,288	100,048	38,426	2,371,213	121,652	40,568	1,105,723	11,166	4,059,084
6-axle truck	2,134	1,471	1,789	85,125	1,205	577	34,358	192	126,851
7-axle truck	232	263	30	1,513	49	32	1,408	6	3,533
special permit	-	-	-	-	-	-	-	-	-
Total	9,751,671	3,983,124	1,920,743	11,757,270	5,376,819	1,338,548	9,606,899	1,256,079	44,991,153

(1) The conversion of the Scudder Falls Bridge (I-295) from a toll-supported facility to a tolled facility began on July 14, 2019.

Table A-38 - 2020 Toll Bridge Volumes

	Total	Passenger Car	2-axle truck	3-axle truck	4-axle truck	5-axle truck	6-axle truck	7-axle truck	special permit	Total
Class										
Trenton-Morrisville										
Sudder Falls										
New Hope-Lambertville										
Interstate 78										
Easton-Phillipsburg										
Portland-Columbia										
Delaware Water Gap (I-80)										
Miford-Montague										
Total	7,395,024	5,329,000	1,304,386	9,536,700	4,265,095	1,123,605	8,203,949	1,161,749	38,319,508	

Table A-39 - 2021 Toll Bridge Volumes

Class		Trenton-Morrisville	Souderton Falls	New Hope-Lambertville	Hopewell State 78	Easton-Phillipsburg	Portland-Columbia	Delaware Gap (I-80)	Mifflord-Montague	Total
Passenger Car	6,945,708	5,763,501	1,355,336	7,736,341	4,376,912	1,061,878	7,520,295	1,154,954	35,914,925	
2-axle truck	290,951	207,911	52,322	352,795	127,740	27,095	266,814	26,812	1,352,440	
3-axle truck	138,927	51,646	14,942	158,175	38,004	9,850	78,708	3,831	494,083	
4-axle truck	105,191	31,446	11,298	249,344	34,450	30,838	90,130	3,557	556,254	
5-axle truck	337,187	157,026	38,193	2,593,758	131,456	40,667	1,135,604	11,250	4,445,141	
6-axle truck	3,353	3,189	1,884	76,637	1,150	237	31,154	114	117,718	
7-axle truck	269	440	33	2,461	172	19	587	1	3,982	
special permit	-	-	-	-	-	-	-	-	-	
Total	7,821,586	6,215,159	1,474,008	11,169,511	4,709,884	1,170,584	9,123,292	1,200,519	42,884,543	

APPENDIX B

2021 TOLL BRIDGE VOLUME AND REVENUE SUMMARY WORKSHEETS

DRJTBC TOLL BRIDGES

DRJTX21004



Table B-1: Trenton-Morrisville Toll Bridge Volume and Revenue Projections

Class	2021 Actual Volume	2021 Base Volume	2022 Base Volume	Base Volume % Growth	2022 Covid-19 Adjustment	2022 Projected	Actual vs Projected % Change
Passenger	6,945,708	9,430,200	9,689,896	2.75%	-2,431,908	7,257,988	4.50%
2-Axle Trucks	290,951	315,002	318,230	1.02%	-43,686	274,545	-5.64%
3-Axle Trucks	138,927	116,154	123,157	6.03%	38,863	162,020	16.62%
4-Axle Trucks	105,191	98,535	100,725	2.22%	7,976	108,701	3.34%
5-Axle Trucks	337,187	326,603	342,209	4.78%	1,023	343,232	1.79%
6-Axle Trucks	3,353	3,308	3,424	3.50%	-1,141	2,283	-31.92%
7-Axle Trucks	269	322	356	10.44%	-70	286	6.17%
Total	7,821,586	10,290,124	10,577,996	2.80%	-2,428,943	8,149,053	4.19%

Class	2021 Actual Revenue	May to December 2021 Actual Volume	May to December 2021 Toll Revenue	Average Post Toll Structure Change Toll Rate	2021 Adjusted Revenue	2022 Projected Volume	2022 Projected Revenue	% Change Actual to Projected	% Change Adjusted to Projected
Passenger	\$ 9,908,408.51	4,836,596	\$ 7,630,948.88	\$ 1.58	\$ 10,958,604.50	7,257,988	\$ 11,451,304.24	15.57%	4.50%
2-Axle Trucks	\$ 2,420,223.30	184,684	\$ 1,687,422.50	\$ 9.14	\$ 2,658,363.82	274,545	\$ 2,508,462.60	3.65%	-5.64%
3-Axle Trucks	\$ 1,831,862.40	95,324	\$ 1,300,771.50	\$ 13.65	\$ 1,895,768.98	162,020	\$ 2,210,884.71	20.69%	16.62%
4-Axle Trucks	\$ 1,857,418.80	73,590	\$ 1,342,076.00	\$ 18.24	\$ 1,918,389.95	108,701	\$ 1,982,398.67	6.73%	3.34%
5-Axle Trucks	\$ 7,438,855.50	228,715	\$ 5,238,087.50	\$ 22.90	\$ 7,722,340.07	343,232	\$ 7,860,781.12	5.67%	1.79%
6-Axle Trucks	\$ 87,036.60	2,033	\$ 55,587.00	\$ 27.34	\$ 91,678.90	2,283	\$ 62,416.69	-28.29%	-31.92%
7-Axle Trucks	\$ 8,719.70	176	\$ 5,989.50	\$ 34.03	\$ 9,154.41	286	\$ 9,719.34	11.46%	6.17%
Total	\$ 23,552,524.81	5,421,118	\$ 17,260,882.88		\$ 25,254,300.63	8,149,053	\$ 26,085,967.37	10.76%	3.29%

Table B-2: Scudder Falls Toll Bridge Volume and Revenue Projections

Class	2021 Actual Volume	2021 Base Volume	2022 Base Volume	Base Volume % Growth	2022 Covid-19 Adjustment	2022 Projected	Actual vs Projected % Change
Passenger	5,763,501	8,117,413	8,232,139	1.41%	-1,491,357	6,740,783	16.96%
2-Axle Trucks	207,911	196,112	195,835	-0.14%	-14,156	181,680	-12.62%
3-Axle Trucks	51,646	41,020	41,607	1.43%	11,710	53,317	3.24%
4-Axle Trucks	31,446	34,471	35,659	3.45%	-4,422	31,237	-0.67%
5-Axle Trucks	157,026	216,355	224,865	3.93%	-79,869	144,997	-7.66%
6-Axle Trucks	3,189	3,320	3,544	6.76%	-1,394	2,150	-32.57%
7-Axle Trucks	440	590	595	0.88%	-243	352	-19.94%
Total	6,215,159	8,609,281	8,734,245	1.45%	-1,579,730	7,154,516	15.11%

Class	2021 Actual Revenue	May to December 2021 Actual Volume	May to December 2021 Toll Revenue	Average Post Toll Structure Change Toll Rate	2021 Adjusted Revenue	2022 Projected Volume	2022 Projected Revenue	% Change Actual to Projected	% Change Adjusted to Projected
Passenger	\$ 7,943,457.16	4,217,485	\$ 5,880,391.74	\$ 1.39	\$ 8,035,984.40	6,740,783	\$ 9,398,597.30	18.32%	16.96%
2-Axle Trucks	\$ 1,781,764.85	140,615	\$ 1,279,857.10	\$ 9.10	\$ 1,892,375.42	181,680	\$ 1,653,620.99	-7.19%	-12.62%
3-Axle Trucks	\$ 693,727.43	36,205	\$ 493,753.50	\$ 13.64	\$ 704,333.47	53,317	\$ 727,126.45	4.81%	3.24%
4-Axle Trucks	\$ 565,916.50	22,317	\$ 408,038.00	\$ 18.28	\$ 574,950.17	31,237	\$ 571,121.61	0.92%	-0.67%
5-Axle Trucks	\$ 3,513,220.69	103,112	\$ 2,353,143.64	\$ 22.82	\$ 3,583,527.94	144,997	\$ 3,309,006.38	-5.81%	-7.66%
6-Axle Trucks	\$ 85,340.70	1,929	\$ 52,701.00	\$ 27.32	\$ 87,124.67	2,150	\$ 58,744.72	-31.16%	-32.57%
7-Axle Trucks	\$ 14,387.34	295	\$ 9,855.50	\$ 33.41	\$ 14,699.73	352	\$ 11,768.11	-18.21%	-19.94%
Total	\$ 14,597,814.67	4,521,958	\$ 10,477,740.48		\$ 14,892,995.80	7,154,516	\$ 15,729,985.56	7.76%	5.62%

Table B-3: New Hope-Lambertville Toll Bridge Volume and Revenue Projections

Class	2021 Actual Volume	2021 Base Volume	2022 Base Volume	Base Volume % Growth	2022 Covid-19 Adjustment	2022 Projected	Actual vs Projected % Change
Passenger	1,355,336	1,781,676	1,775,134	-0.37%	-204,233	1,570,901	15.90%
2-Axle Trucks	52,322	54,127	52,574	-2.87%	-4,229	48,345	-7.60%
3-Axle Trucks	14,942	12,623	11,881	-5.88%	3,942	15,823	5.89%
4-Axle Trucks	11,298	12,225	12,752	4.31%	-682	12,070	6.83%
5-Axle Trucks	38,193	39,745	40,976	3.10%	-2,168	38,808	1.61%
6-Axle Trucks	1,884	2,370	2,567	8.30%	-510	2,056	9.15%
7-Axle Trucks	33	36	34	-5.42%	-6	28	-14.91%
Total	1,474,008	1,902,801	1,895,917	-0.36%	-207,886	1,688,031	14.52%

Class	2021 Actual Revenue	May to December 2021 Actual Volume	May to December 2021 Toll Revenue	Average Post Toll Structure Change Toll Rate	2021 Adjusted Revenue	2022 Projected Volume	2022 Projected Revenue	% Change Actual to Projected	% Change Adjusted to Projected
Passenger	\$ 1,763,766.55	1,004,767	\$ 1,412,969.23	\$ 1.41	\$ 1,905,962.34	1,570,901	\$ 2,209,104.44	25.25%	15.90%
2-Axle Trucks	\$ 441,333.60	35,392	\$ 324,106.00	\$ 9.16	\$ 479,144.27	48,345	\$ 442,720.29	0.31%	-7.60%
3-Axle Trucks	\$ 198,705.60	10,919	\$ 148,843.50	\$ 13.63	\$ 203,683.45	15,823	\$ 215,689.17	8.55%	5.89%
4-Axle Trucks	\$ 199,394.80	8,017	\$ 146,118.00	\$ 18.23	\$ 205,917.57	12,070	\$ 219,986.09	10.33%	6.83%
5-Axle Trucks	\$ 838,051.00	26,104	\$ 592,922.50	\$ 22.71	\$ 867,510.31	38,808	\$ 881,481.70	5.18%	1.61%
6-Axle Trucks	\$ 49,054.20	1,278	\$ 34,611.00	\$ 27.08	\$ 51,022.79	2,056	\$ 55,693.77	13.54%	9.15%
7-Axle Trucks	\$ 1,030.70	24	\$ 746.50	\$ 31.10	\$ 1,026.44	28	\$ 873.42	-15.26%	-14.91%
Total	\$ 3,491,336.45	1,086,501	\$ 2,660,316.73		\$ 3,714,267.17	1,688,031	\$ 4,025,548.89	15.30%	8.38%

Table B-4: Interstate 78 Toll Bridge Volume and Revenue Projections

Class	2021 Actual Volume	2021 Base Volume	2022 Base Volume	Base Volume % Growth	2022 Covid-19 Adjustment	2022 Projected	Actual vs Projected % Change
Passenger	7,736,341	8,708,408	8,716,759	0.10%	-297,750	8,419,010	8.82%
2-Axle Trucks	352,795	324,297	333,687	2.90%	35,312	368,999	4.59%
3-Axle Trucks	158,175	180,833	185,364	2.51%	-572	184,792	16.83%
4-Axle Trucks	249,344	269,425	282,320	4.79%	-37,059	245,261	-1.64%
5-Axle Trucks	2,593,758	2,466,495	2,514,426	1.94%	150,686	2,665,112	2.75%
6-Axle Trucks	76,637	100,465	103,394	2.92%	-37,422	65,972	-13.92%
7-Axle Trucks	2,461	382	57	-85.04%	1,110	1,167	-52.58%
Total	11,169,511	12,050,305	12,136,007	0.71%	-185,694	11,950,312	6.99%

Class	2021 Actual Revenue	May to December 2021 Actual Volume	May to December 2021 Toll Revenue	Average Post Toll Structure Change Toll Rate	2021 Adjusted Revenue	2022 Projected Volume	2022 Projected Revenue	% Change Actual to Projected	% Change Adjusted to Projected
Passenger	\$ 11,761,580.26	5,675,036	\$ 9,477,771.39	\$ 1.67	\$ 12,920,318.28	8,419,010	\$ 14,060,430.21	19.55%	8.82%
2-Axle Trucks	\$ 3,006,607.85	247,225	\$ 2,273,077.00	\$ 9.19	\$ 3,243,726.16	368,999	\$ 3,392,714.52	12.84%	4.59%
3-Axle Trucks	\$ 2,098,757.70	113,934	\$ 1,560,555.00	\$ 13.70	\$ 2,166,524.37	184,792	\$ 2,531,094.20	20.60%	16.83%
4-Axle Trucks	\$ 4,387,685.60	172,501	\$ 3,145,984.00	\$ 18.24	\$ 4,547,406.88	245,261	\$ 4,472,945.64	1.94%	-1.64%
5-Axle Trucks	\$ 56,907,648.00	1,762,042	\$ 40,126,785.00	\$ 22.77	\$ 59,067,360.26	2,665,112	\$ 60,692,292.66	6.65%	2.75%
6-Axle Trucks	\$ 1,994,689.20	50,475	\$ 1,369,332.00	\$ 27.13	\$ 2,079,078.68	65,972	\$ 1,789,737.08	-10.27%	-13.92%
7-Axle Trucks	\$ 83,854.90	1,272	\$ 45,177.00	\$ 35.52	\$ 87,406.13	1,167	\$ 41,446.79	-50.57%	-52.58%
Total	\$ 80,240,823.51	8,022,485	\$ 57,998,681.39		\$ 84,111,820.77	11,950,312	\$ 86,980,661.10	8.40%	3.41%

Table B-5: Easton-Phillipsburg Toll Bridge Volume and Revenue Projections

Class	2021 Actual Volume	2021 Base Volume	2022 Base Volume	Base Volume % Growth	2022 Covid-19 Adjustment	2022 Projected	Actual vs Projected % Change
Passenger	4,376,912	5,122,578	5,174,246	1.01%	-500,128	4,674,117	6.79%
2-Axle Trucks	127,740	111,195	106,808	-3.95%	22,502	129,310	1.23%
3-Axle Trucks	38,004	46,437	46,960	1.13%	-5,122	41,838	10.09%
4-Axle Trucks	34,450	38,069	37,968	-0.27%	229	38,197	10.88%
5-Axle Trucks	131,456	118,110	118,992	0.75%	34,908	153,900	17.07%
6-Axle Trucks	1,150	1,196	1,178	-1.50%	134	1,311	14.03%
7-Axle Trucks	172	52	55	6.52%	188	243	41.38%
Total	4,709,884	5,437,637	5,486,207	0.89%	-447,290	5,038,917	6.99%

Class	2021 Actual Revenue	May to December 2021 Actual Volume	May to December 2021 Toll Revenue	Average Post Toll Structure Change Toll Rate	2021 Adjusted Revenue	2022 Projected Volume	2022 Projected Revenue	% Change Actual to Projected	% Change Adjusted to Projected
Passenger	\$ 6,047,763.79	3,050,270	\$ 4,626,508.56	\$ 1.52	\$ 6,638,697.83	4,674,117	\$ 7,089,485.33	17.22%	6.79%
2-Axle Trucks	\$ 1,083,402.85	87,871	\$ 805,843.00	\$ 9.17	\$ 1,171,471.64	129,310	\$ 1,185,866.34	9.46%	1.23%
3-Axle Trucks	\$ 506,562.90	27,792	\$ 380,959.50	\$ 13.71	\$ 520,940.73	41,838	\$ 573,499.70	13.21%	10.09%
4-Axle Trucks	\$ 612,809.60	25,140	\$ 460,164.00	\$ 18.30	\$ 630,574.77	38,197	\$ 699,168.33	14.09%	10.88%
5-Axle Trucks	\$ 2,903,804.50	91,492	\$ 2,091,597.50	\$ 22.86	\$ 3,005,214.02	153,900	\$ 3,518,305.07	21.16%	17.07%
6-Axle Trucks	\$ 30,441.00	835	\$ 22,737.00	\$ 27.23	\$ 31,314.43	1,311	\$ 35,708.89	17.31%	14.03%
7-Axle Trucks	\$ 5,420.50	141	\$ 4,528.00	\$ 32.11	\$ 5,523.52	243	\$ 7,809.15	44.07%	41.38%
Total	\$ 11,190,205.14	3,283,541	\$ 8,392,337.56		\$ 12,003,736.95	5,038,917	\$ 13,109,842.80	17.15%	9.21%

Table B-6: Portland-Columbia Toll Bridge Volume and Revenue Projections

Class	2021 Actual Volume	2021 Base Volume	2022 Base Volume	Base Volume % Growth	2022 Covid-19 Adjustment	2022 Projected	Actual vs Projected % Change
Passenger	1,061,878	1,249,215	1,264,341	1.21%	-96,994	1,167,346	9.93%
2-Axle Trucks	27,095	20,947	20,031	-4.38%	9,646	29,677	9.53%
3-Axle Trucks	9,850	8,730	8,109	-7.11%	1,981	10,090	2.44%
4-Axle Trucks	30,838	40,901	45,733	11.82%	4,035	49,768	61.39%
5-Axle Trucks	40,667	41,190	43,140	4.73%	-269	42,871	5.42%
6-Axle Trucks	237	238	275	15.47%	47	322	36.06%
7-Axle Trucks	19	27	29	10.38%	-16	14	-24.34%
Total	1,170,584	1,361,248	1,381,658	1.50%	-81,570	1,300,089	11.06%

Class	2021 Actual Revenue	May to December 2021 Actual Volume	May to December 2021 Toll Revenue	Average Post Toll Structure Change Toll Rate	2021 Adjusted Revenue	2022 Projected Volume	2022 Projected Revenue	% Change Actual to Projected	% Change Adjusted to Projected
Passenger	\$ 1,528,246.12	764,581	\$ 1,213,339.22	\$ 1.59	\$ 1,685,129.80	1,167,346	\$ 1,852,501.01	21.22%	9.93%
2-Axle Trucks	\$ 230,176.85	18,988	\$ 174,052.00	\$ 9.17	\$ 248,364.17	29,677	\$ 272,030.00	18.18%	9.53%
3-Axle Trucks	\$ 131,283.00	7,330	\$ 100,249.50	\$ 13.68	\$ 134,714.54	10,090	\$ 137,998.47	5.12%	2.44%
4-Axle Trucks	\$ 549,270.40	24,754	\$ 449,500.00	\$ 18.16	\$ 559,977.42	49,768	\$ 903,720.69	64.53%	61.39%
5-Axle Trucks	\$ 897,406.00	28,652	\$ 652,125.00	\$ 22.76	\$ 925,588.70	42,871	\$ 975,750.84	8.73%	5.42%
6-Axle Trucks	\$ 6,320.40	188	\$ 5,136.00	\$ 27.32	\$ 6,474.64	322	\$ 8,809.17	39.38%	36.06%
7-Axle Trucks	\$ 617.50	12	\$ 404.00	\$ 33.67	\$ 639.67	14	\$ 483.95	-21.63%	-24.34%
Total	\$ 3,343,320.27	844,505	\$ 2,594,805.72		\$ 3,560,888.93	1,300,089	\$ 4,151,294.13	24.17%	16.58%

Table B-7: Delaware Water Gap (Interstate 80) Toll Bridge Volume and Revenue Projections

Class	2021 Actual Volume	2021 Base Volume	2022 Base Volume	Base Volume % Growth	2022 Covid-19 Adjustment	2022 Projected	Actual vs Projected % Change
Passenger	7,520,295	8,220,821	8,255,342	0.42%	-737,795	7,517,546	-0.04%
2-Axle Trucks	266,814	210,971	220,556	4.54%	80,581	301,137	12.86%
3-Axle Trucks	78,708	92,282	94,016	1.88%	-9,601	84,415	7.25%
4-Axle Trucks	90,130	98,443	103,762	5.40%	-6,040	97,722	8.42%
5-Axle Trucks	1,135,604	1,169,797	1,181,887	1.03%	-63,534	1,118,353	-1.52%
6-Axle Trucks	31,154	36,672	37,276	1.65%	-7,004	30,272	-2.83%
7-Axle Trucks	587	700	561	-19.80%	-86	476	-18.98%
Total	9,123,292	9,829,685	9,893,401	0.65%	-743,479	9,149,922	0.29%

Class	2021 Actual Revenue	May to December 2021 Actual Volume	May to December 2021 Toll Revenue	Average Post Toll Structure Change Toll Rate	2021 Adjusted Revenue	2022 Projected Volume	2022 Projected Revenue	% Change Actual to Projected	% Change Adjusted to Projected
Passenger	\$ 11,250,641.46	5,342,395	\$ 8,857,604.75	\$ 1.66	\$ 12,468,527.83	7,517,546	\$ 12,463,970.26	10.78%	-0.04%
2-Axle Trucks	\$ 2,286,724.30	192,577	\$ 1,769,609.00	\$ 9.19	\$ 2,451,780.10	301,137	\$ 2,767,178.29	21.01%	12.86%
3-Axle Trucks	\$ 1,050,345.60	57,652	\$ 794,122.50	\$ 13.77	\$ 1,084,156.56	84,415	\$ 1,162,765.92	10.70%	7.25%
4-Axle Trucks	\$ 1,593,450.80	64,143	\$ 1,172,986.00	\$ 18.29	\$ 1,648,211.47	97,722	\$ 1,787,055.42	12.15%	8.42%
5-Axle Trucks	\$ 24,919,068.00	769,240	\$ 17,516,105.00	\$ 22.77	\$ 25,858,456.27	1,118,353	\$ 25,465,646.40	2.19%	-1.52%
6-Axle Trucks	\$ 811,244.40	20,524	\$ 556,371.00	\$ 27.11	\$ 844,532.36	30,272	\$ 820,626.45	1.16%	-2.83%
7-Axle Trucks	\$ 19,777.20	313	\$ 10,568.50	\$ 33.77	\$ 19,820.16	476	\$ 16,058.69	-18.80%	-18.98%
Total	\$ 41,931,251.76	6,446,844	\$ 30,677,366.75		\$ 44,375,484.73	9,149,922	\$ 44,483,301.42	6.09%	0.24%

Table B-8: Milford-Montague Toll Bridge Volume and Revenue Projections

Class	2021 Actual Volume	2021 Base Volume	2022 Base Volume	Base Volume % Growth	2022 Covid-19 Adjustment	2022 Projected	Actual vs Projected % Change
Passenger	1,154,954	1,226,866	1,227,730	0.07%	-77,713	1,150,017	-0.43%
2-Axle Trucks	26,812	19,774	19,085	-3.48%	10,010	29,096	8.52%
3-Axle Trucks	3,831	5,311	5,496	3.49%	-1,722	3,775	-1.47%
4-Axle Trucks	3,557	3,698	3,978	7.55%	-484	3,494	-1.77%
5-Axle Trucks	11,250	11,652	12,301	5.57%	-1,172	11,129	-1.08%
6-Axle Trucks	114	177	191	7.65%	-73	117	2.88%
7-Axle Trucks	1	2	2	-13.75%	-2	1	6.20%
Total	1,200,519	1,267,480	1,268,782	0.10%	-71,156	1,197,628	-0.24%

Class	2021 Actual Revenue	May to December 2021 Actual Volume	May to December 2021 Toll Revenue	Average Post Toll Structure Change Toll Rate	2021 Adjusted Revenue	2022 Projected Volume	2022 Projected Revenue	% Change Actual to Projected	% Change Adjusted to Projected
Passenger	\$ 1,683,614.06	837,076	\$ 1,340,802.45	\$ 1.60	\$ 1,849,969.60	1,150,017	\$ 1,842,060.91	9.41%	-0.43%
2-Axle Trucks	\$ 228,876.45	18,811	\$ 173,595.00	\$ 9.23	\$ 247,431.24	29,096	\$ 268,506.01	17.31%	8.52%
3-Axle Trucks	\$ 51,813.90	2,852	\$ 39,592.50	\$ 13.88	\$ 53,183.33	3,775	\$ 52,401.90	1.13%	-1.47%
4-Axle Trucks	\$ 63,482.40	2,556	\$ 47,092.00	\$ 18.42	\$ 65,534.52	3,494	\$ 64,374.79	1.41%	-1.77%
5-Axle Trucks	\$ 249,159.50	7,640	\$ 175,405.00	\$ 22.96	\$ 258,286.16	11,129	\$ 255,506.59	2.55%	-1.08%
6-Axle Trucks	\$ 3,019.20	79	\$ 2,172.00	\$ 27.49	\$ 3,134.28	117	\$ 3,224.51	6.80%	2.88%
7-Axle Trucks	\$ 28.00	0	\$ 0.00	\$ 31.50	\$ 31.50	1	\$ 33.45	19.47%	6.20%
Total	\$ 2,279,993.51	869,014	\$ 1,778,658.95		\$ 2,477,570.64	1,197,628	\$ 2,486,108.15	9.04%	0.34%

APPENDIX C

TOLL BRIDGE VOLUME & REVENUE PROJECTIONS ANALYSIS WORKSHEETS DRJTB C TOLL BRIDGES

DRJTX21004



Table C-1: Actual Revenue and Expenditures for 2021

District	Bridge	2021 Volume	2021 Revenue
1	Trenton-Morrisville	7,821,586	\$ 23,552,524.81
1	Scudder Falls	6,214,758	\$ 14,595,159.37
1	New Hope-Lambertville	1,474,008	\$ 3,491,336.45
2	Interstate 78	11,169,511	\$ 80,240,825.51
2	Easton-Phillipsburg	4,709,884	\$ 11,190,205.14
3	Portland-Columbia	1,170,584	\$ 3,343,320.27
3	Delaware Water Gap	9,123,292	\$ 41,931,251.76
3	Milford-Montague	<u>1,200,519</u>	<u>\$ 2,279,993.51</u>
Total		42,884,142	\$ 180,624,616.82
Net Toll Revenue (From above)			\$ 180,624,616.82
Toll Violation Enforcement Revenue ¹			\$ 2,350,226.00
E-ZPass Service Fee			\$ 2,052,638.00
Interest Income			\$ 1,943,668.00
Other Income			<u>\$ 444,811.00</u>
1. Total Revenue - 2021			\$ 187,415,959.82
2. Operating Expenses - 2021			<u>\$ 71,406,018.00</u>
3. Net Revenue (Line 1 - Line 2)			\$ 116,009,941.82
4. Annual Debt Service			\$ 49,224,225.00
5. 130% of Annual Debt Service			\$ 63,991,492.50
6. Calculated Debt Service Coverage Ratio (Line 3 / Line 4)			2.36
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 2.0 is met.			
¹ This represents violation administration fees charged offset by other allowances and adjustments including violation toll and administration fee dismissals/write-offs, reserves for outstanding violation balances and rejected transactions			

Table C-2: Projected Revenue and Expenditures for 2022

District	Bridge	2022 Volume	2022 Revenue
1	Trenton-Morrisville	8,149,053	\$ 26,103,367.85
1	Scudder Falls	7,154,516	\$ 15,700,564.86
1	New Hope-Lambertville	1,688,031	\$ 4,031,399.48
2	Interstate 78	11,950,312	\$ 86,971,915.07
2	Easton-Phillipsburg	5,038,917	\$ 13,124,714.81
3	Portland-Columbia	1,300,089	\$ 4,155,072.01
3	Delaware Water Gap	9,149,922	\$ 44,497,956.97
3	Milford-Montague	<u>1,197,627</u>	<u>\$ 2,484,111.45</u>
Total		45,628,467	\$ 197,069,102.50
Net Toll Revenue		(From above)	\$ 197,069,102.50
Toll Violation Enforcement Revenue ¹			\$ 2,564,158.38
E-ZPass Service Fee Estimate		(2022 Budgeted)	\$ 2,100,000.00
Interest Income		(2022 Budgeted)	\$ 1,200,000.00
Other Income		(2022 Budgeted)	\$ 300,000.00
1. Total Projected Revenue - 2022			\$ 203,233,260.88
2. Operating Expenses - 2022		(2022 Budgeted)	<u>\$ 81,832,478.00</u>
3. Net Revenue		(Line 1 - Line 2)	\$ 121,400,782.88
4. Annual Debt Service		(2022 Budgeted)	\$ 50,112,756.00
5. 130% of Annual Debt Service			\$ 65,146,582.80
6. Calculated Debt Service Coverage Ratio		(Line 3 / Line 4)	2.42
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 2.0 is not met.			
¹ This represents violation administration fees charged offset by other allowances and adjustments including violation toll and administration fee dismissals/write-offs, reserves for outstanding violation balances and rejected transactions			