

2022 Traffic Engineering Report

Year 2023 Toll Bridge Traffic Volume and Revenue Projections

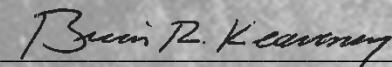
CONTRACT NO. C-761A TRAFFIC ENGINEERING CONSULTANT

Submitted To:

Delaware River Joint Toll Bridge Commission
Administration Building
1199 Woodside Road, Yardley, PA 19067-1334

Submitted By:

Pennoni
1900 Market Street, Suite 300
Philadelphia, Pennsylvania 19103



Brian Keaveney, PE
PENNA. REG. P.E. NO. 048404E

Pennoni Proj. No. DRTJX21004
February 27, 2023



PARTNERS FOR WHAT'S POSSIBLE

pennoni.com

Table of Contents

| | |
|--|----|
| Executive Summary..... | 1 |
| Introduction | 3 |
| Historical Traffic Volumes | 5 |
| Current Toll Rates..... | 8 |
| Comparison of 2022 Actual vs Projected Toll Volume | 9 |
| 2022 and 2023 Base & Projected Traffic Volumes | 11 |
| 2023 Toll Volume and Toll Revenue Projections | 14 |

List of Figures

- Figure 1: DRJTBC Bridge Locations
- Figure 2: 2022 Volume by Class
- Figure 3: Total Yearly DRJTBC Westbound Toll Bridge Volumes (2003-2022)
- Figure 4: Total Yearly DRJTBC Westbound Toll Bridge Truck Volumes (2003-2022)
- Figure 5: 2022 Revenue by Class
- Figure 6: 2022 Forecasted Scenarios and Actual Toll Volume
- Figure 7: 2022 Forecasted Scenarios and Actual Toll Revenue
- Figure 8: Historical Westbound Toll Bridge Volumes By Bridge (2013-2022)
- Figure 9: Historical Pre-Pandemic Data and Projected Post-Pandemic Base Toll Monthly Volumes
- Figure 10: Monthly 2022-2023 Actual, Base, and Forecasted Volumes
- Figure 11: Monthly Historical, Base, and Projected Revenues 2016-2023

List of Tables

- Table ES-1: 2023 Toll Volumes Forecasts
- Table 1: Bridges Owned and Operated by the Delaware River Joint Toll Bridge Commission
- Table 2: Current Toll Structure per Vehicle Type
- Table 3: 2023 Toll Traffic Volume Projections
- Table 4: Volume Comparison – 2022 to 2023
- Table 5: Revenue Comparison – 2022 to 2023
- Table 6: Actual Revenue and Expenditures for 2022
- Table 7: Projected Revenue and Expenditures for 2023

List of Appendices

- A Historical Traffic Volumes - DRJTBC Toll-Supported and Toll Bridges
- B 2023 Toll Bridge Volume and Toll Revenue Projection Summary Worksheets – DRJTBC Toll Bridges
- C Toll Bridge Revenue & Expenditure Projections Summary Worksheets – DRJTBC Toll Bridges

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 2023 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 and the toll bridge traffic volumes began to recover and increased 11.9% across the eight (8) toll bridges.

In 2022 the recovery from the Covid-19 pandemic continued and toll bridge traffic volume increased approximately 4.4% from 42,884,142 in 2021 to 44,760,833 in 2022. The passenger car volume increased approximately 5.1% (+1,830,976) and the truck volume increased approximately 0.7% (+45,715). As a result of the increased traffic and a full year of the new toll rates, the 2022 toll revenue increased \$11,035,321.38 and resulted in a 2022 Debt Coverage Ratio of 2.00.

The forecasted 2022 and 2023 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 logarithmic regression model was developed reflecting the impact of the Covid-19 pandemic on the historical data trends. This model was based on a comparison of base 2022 volumes to the actual 2022 toll volumes at each of the bridges. The model was then applied to each of the forecast 2023 base volumes to provide the final projected volumes.

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

Table ES-1: 2023 Toll Volume and Revenue Forecasts

| Bridge | 2023 Toll Volume Forecast | 2023 Revenue Forecast |
|---------------------------|---------------------------|-------------------------|
| Trenton-Morrisville | 8,049,501 | \$25,784,457.30 |
| Scudder Falls (I-295) | 7,526,343 | \$15,680,339.27 |
| New Hope-Lambertville | 1,637,945 | \$3,960,575.06 |
| Interstate 78 | 11,706,441 | \$85,270,723.94 |
| Easton-Phillipsburg | 5,614,414 | \$14,113,666.13 |
| Portland-Columbia | 1,286,590 | \$4,277,923.34 |
| Delaware Water Gap (I-80) | 9,321,752 | \$44,778,894.53 |
| Milford-Montague | 1,188,944 | \$2,343,944.43 |
| Total | 46,331,930 | \$196,210,524.00 |

The sum of year 2023 projected toll bridge revenue is **\$196,210,524.00**, the projected Net Revenue is **\$117,112,402.78**, and the Annual Debt Service is **\$42,153,819.00**. Comparing the projected Net Revenue to the Annual Debt Service, the projected Net Revenue is 278% of the Annual Debt Service (**Debt Service Coverage Ratio of 2.78**). 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 2023 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**.

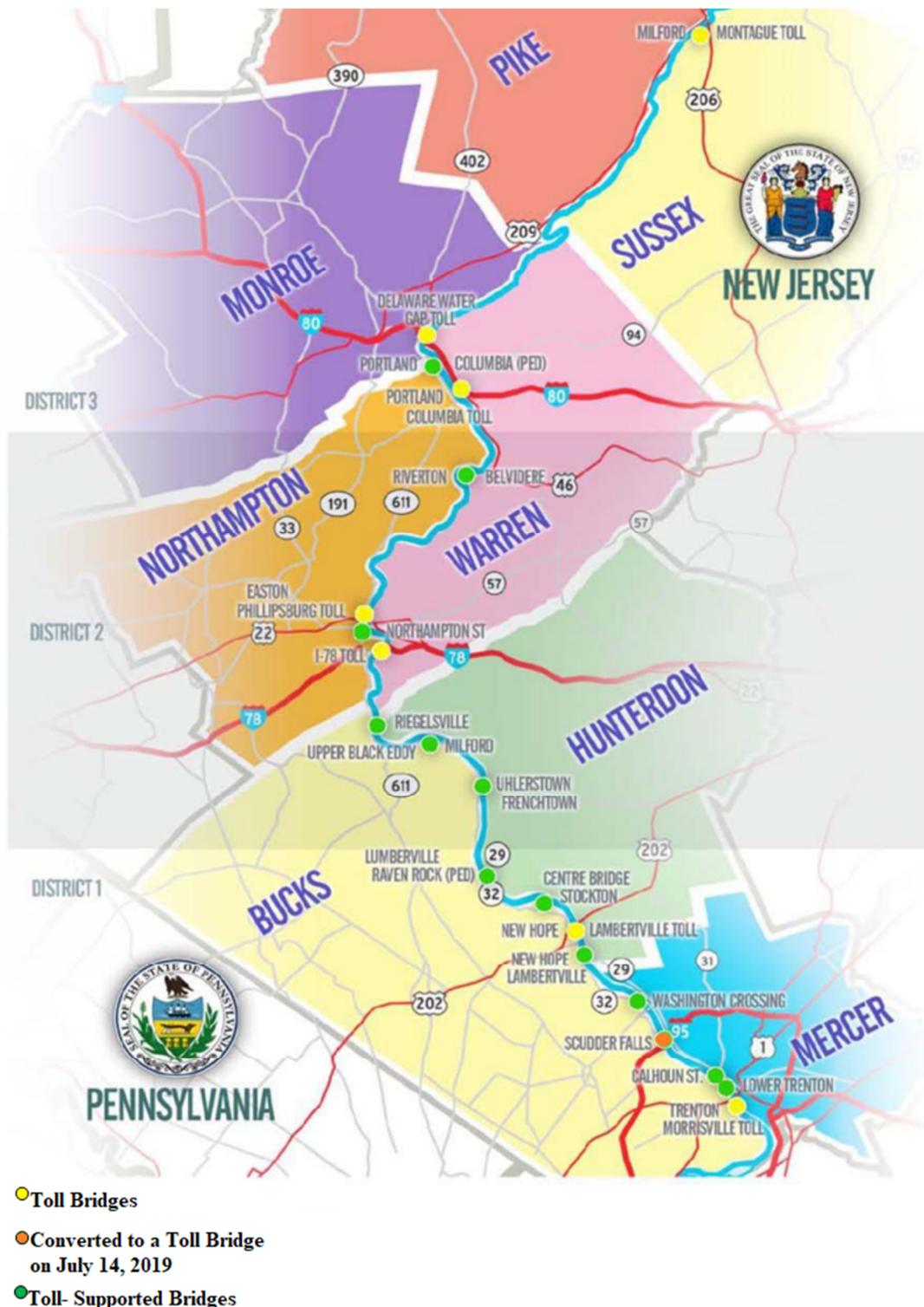


Figure 1: DRJTBC Bridge Locations

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 2022 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-21** 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 4.3 and 5.7 million vehicles in 2022. The remaining toll-supported bridges generally carried from 1.1 to 2.9 million vehicles in 2022.

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. In 2022 the combined traffic on the toll supported bridges decreased by approximately 585,000 vehicles (-1.89%) which was within the normal range of variation based on historical data.

Historical recorded toll traffic volumes for the eight toll bridges (westbound direction) are summarized by vehicular class in **Tables A-22 through A-41** 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, there was a 24% reduction in toll volumes and a 9.4% reduction in toll revenue across the eight (8) toll bridges.

In 2021, as conditions created by the Covid-19 pandemic eased, the toll bridge traffic volumes began to recover and increased 11.9%.

In 2022, the recovery from the Covid-19 pandemic continued and toll bridge traffic volume increased approximately 4.4% from 42,884,142 in 2021 to 44,760,833 in 2022. The passenger car volume increased approximately 5.1% (+1,830,976) and the truck volume increased approximately 0.7% (+45,715).

The Interstate 78 Toll Bridge continued to carry the largest traffic volume (11.3 million toll paying westbound vehicles). The Trenton-Morrisville (US Route 1) and Delaware Water Gap (I-80) carried 7.8 and 9.2 million toll-paying (westbound) vehicles, respectively. Scudder Falls carried 7.1 million toll-paying (westbound) vehicles and Easton-Phillipsburg had 5.4 million toll-paying (westbound) vehicles. The remaining three (3) toll bridges each carried between 1.1 million and 1.6 million toll-paying (westbound) vehicles.

Passenger cars represent the largest percentage of vehicles crossing the toll bridges at approximately 84.3%. Five (5) axle tractor-trailers are the most common truck type, representing approximately 9.9% of vehicles crossing toll bridges during 2022. Two (2) axle trucks represent the next largest portion of trucks at approximately 3.1%.

The vehicle class breakdown is illustrated in Figure 2.

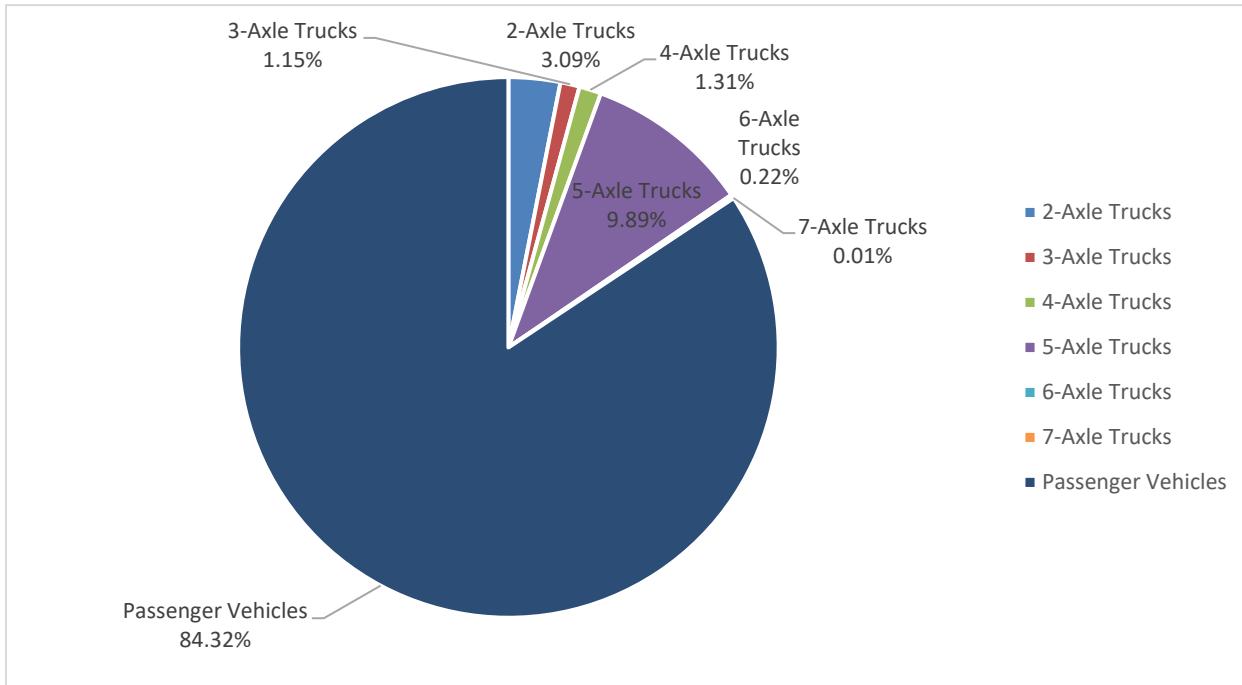


Figure 2: 2022 Volume by Class

Ordered by revenue, five (5) axle tractor-trailers provide the greatest source of revenue at \$101 million, representing approximately 52.6% of total toll revenue. Passenger cars are the next greatest source of revenue at \$57.7 million, representing approximately 30.1% of total toll revenue. Two (2) axle tractor-trailers, three (3) axle tractor-trailers, and Four (4) axle tractor-trailers generate \$12.7, \$7.0, and \$10.2 million each, representing 6.6%, 3.7%, and 5.6% of total toll revenue.

Historical volumes on the toll bridges for the years 2003-2022 are graphically summarized according to total vehicles, passenger vehicles, and trucks on **Figure 3** and **Figure 4**.

Year 2023 Toll Bridge Traffic Volume and Revenue Projections
Delaware River Joint Toll Bridge Commission

February 27, 2023

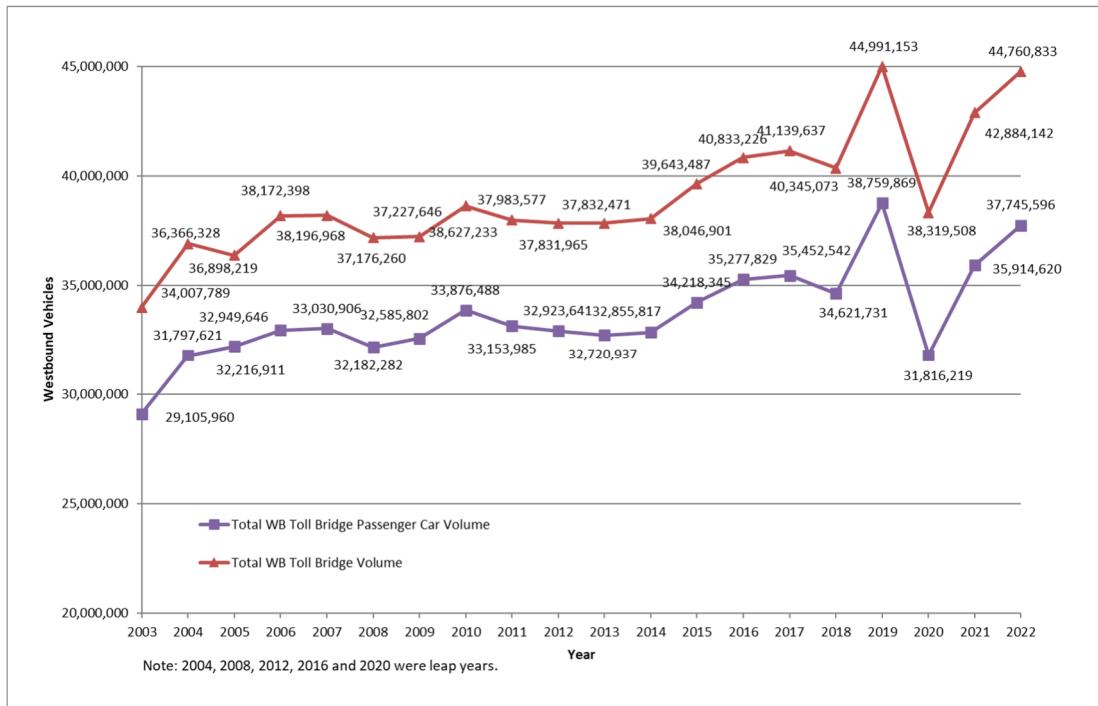


Figure 3: Total Yearly DRJTBC Westbound Toll Bridge Volumes (2003-2022)

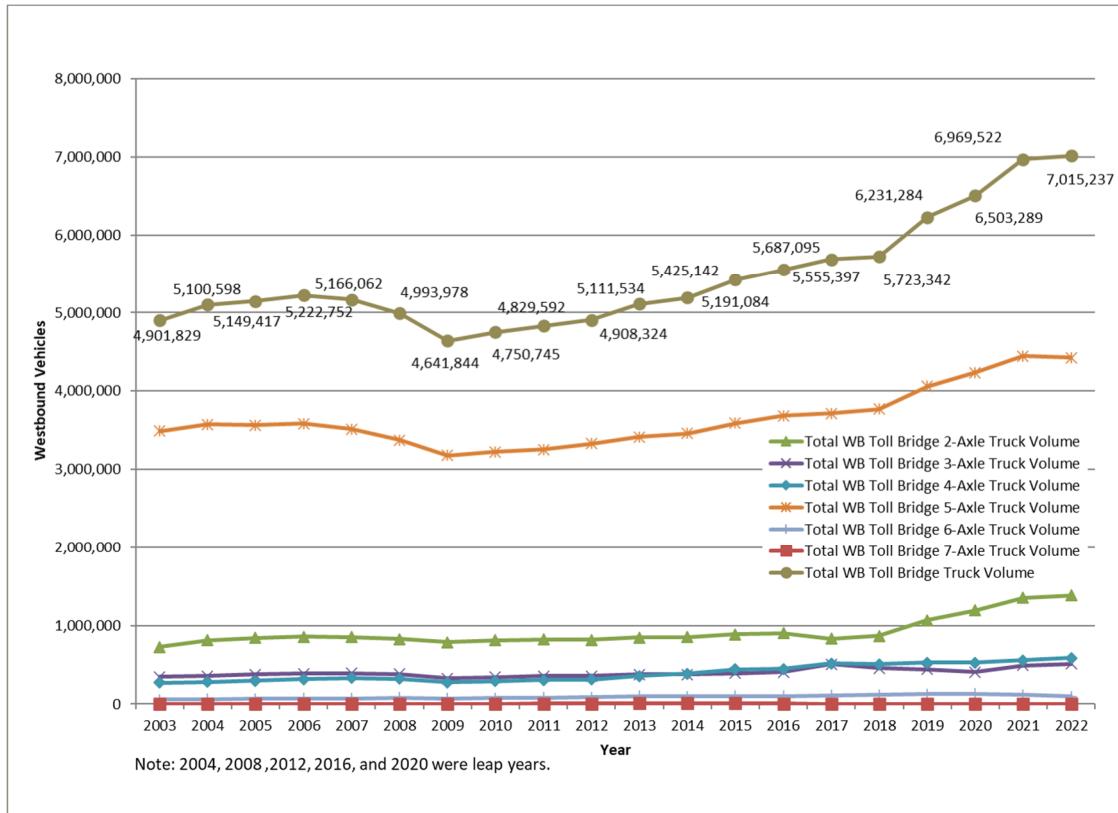


Figure 4: Total Yearly DRJTBC Westbound Toll Bridge Truck Volumes (2003-2022)

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 current toll structures are shown in **Table 2**.

Table 2: Current Toll Structure per Vehicle Type

| 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 | \$ 13.50 | N/A |
| 4-Axle Trucks | \$ 20.00 | \$ 18.00 | N/A |
| 5-Axle Trucks | \$ 25.00 | \$ 22.50 | N/A |
| 6-Axle Trucks | \$ 30.00 | \$ 27.00 | N/A |
| 7-Axle Trucks | \$ 35.00 | \$ 31.50 | N/A |

The toll revenue breakdown for the current toll structures by vehicle class is illustrated in **Figure 5**.

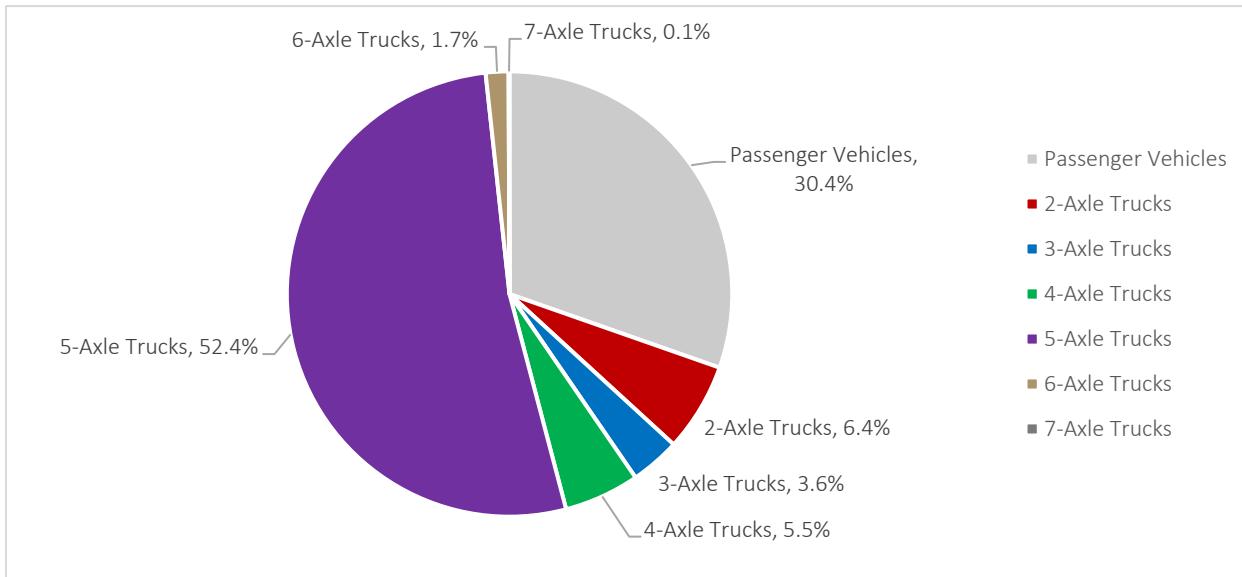


Figure 5: 2022 Revenue by Class

Comparison of 2022 Actual vs Projected Toll Volumes

The 2021 Traffic Engineering Report's projected 2022 toll volumes were developed as a projection of the recovery rates from the Covid-19 pandemic's impact on traffic volumes. Base volumes were prepared using standard forecasting from data collected before the pandemic. These base volumes were then compared to the actual post Covid-19 volumes, and a logarithmic regression model was applied to predict the 2022 volumes.

The forecasted events of 2022 unfortunately did not anticipate impacts related to the geopolitical climate of Eastern Europe. The resulting fuel price increases from the prolonged Russian Special Military Operation in Ukraine have impacted toll volume trends, contributing to lower-than-expected volumes during the summer of 2022.

The 2021 Traffic Engineering Report's 2022 traffic volume forecast projected a total volume of 45,628,461 vehicles, and total revenue of \$197,068,786.52. The actual 2022 total volume was 44,760,833 vehicles (-1.91% below projection) and the total revenue was \$191,659,938.20 (-2.74% below projection). A monthly comparison of traffic volume is illustrated in **Figure 6**, while a monthly comparison of revenue is illustrated in **Figure 7**.

Year 2023 Toll Bridge Traffic Volume and Revenue Projections
Delaware River Joint Toll Bridge Commission

February 27, 2023

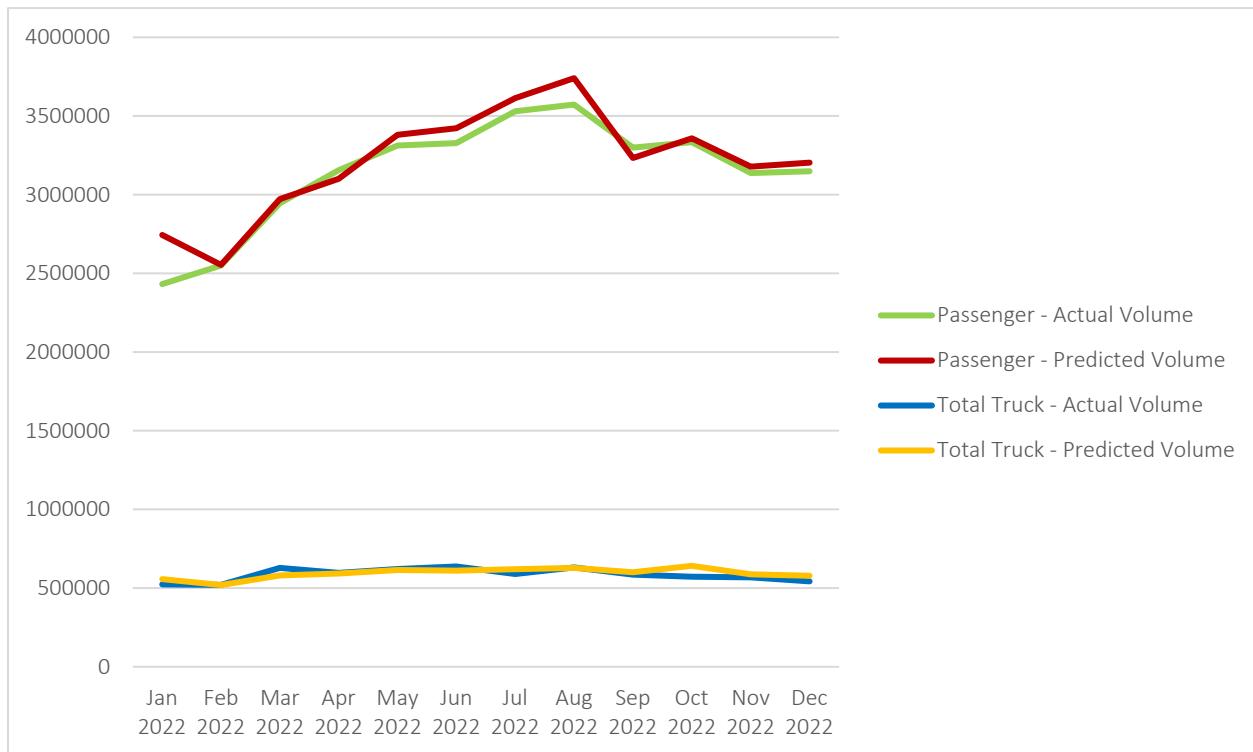


Figure 6: 2022 Forecasted Scenarios and Actual Toll Volume

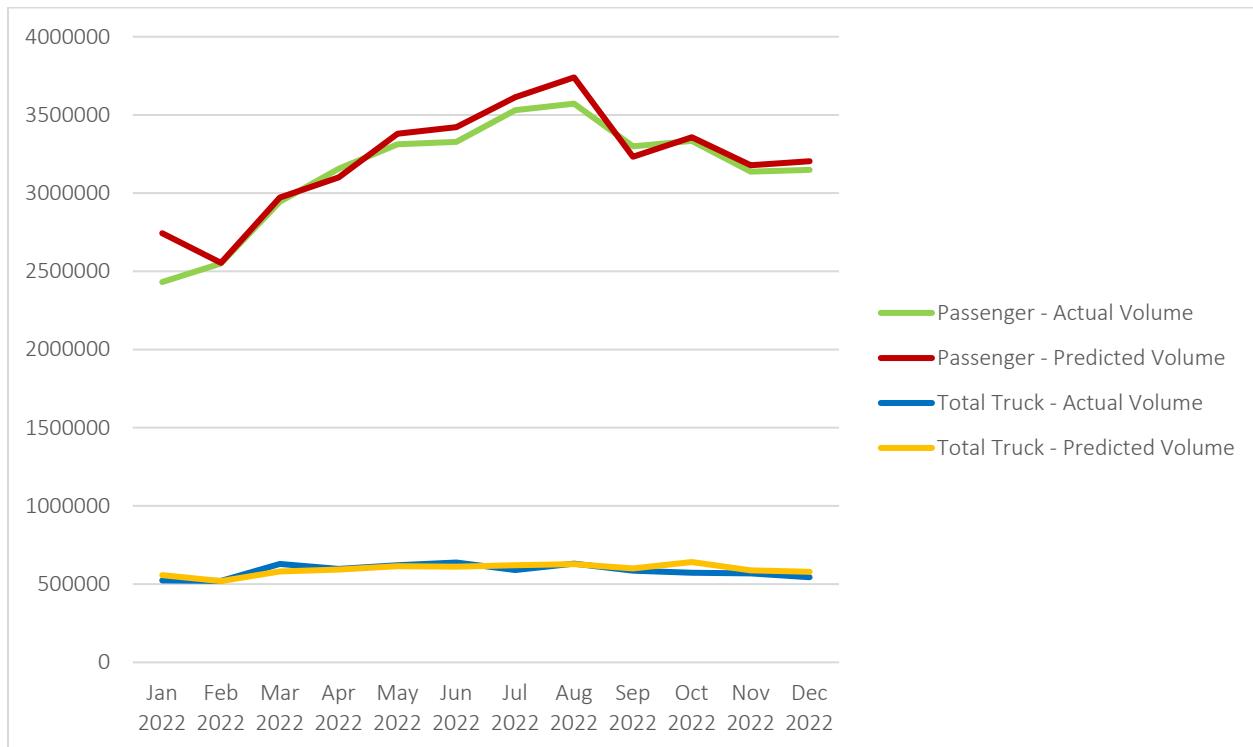


Figure 7: 2022 Forecasted Scenarios and Actual Toll Revenue

2022 and 2023 Base & Projected Traffic Volumes

Base 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. Historical volumes from 2013 to 2022 are shown in **Figure 8**.

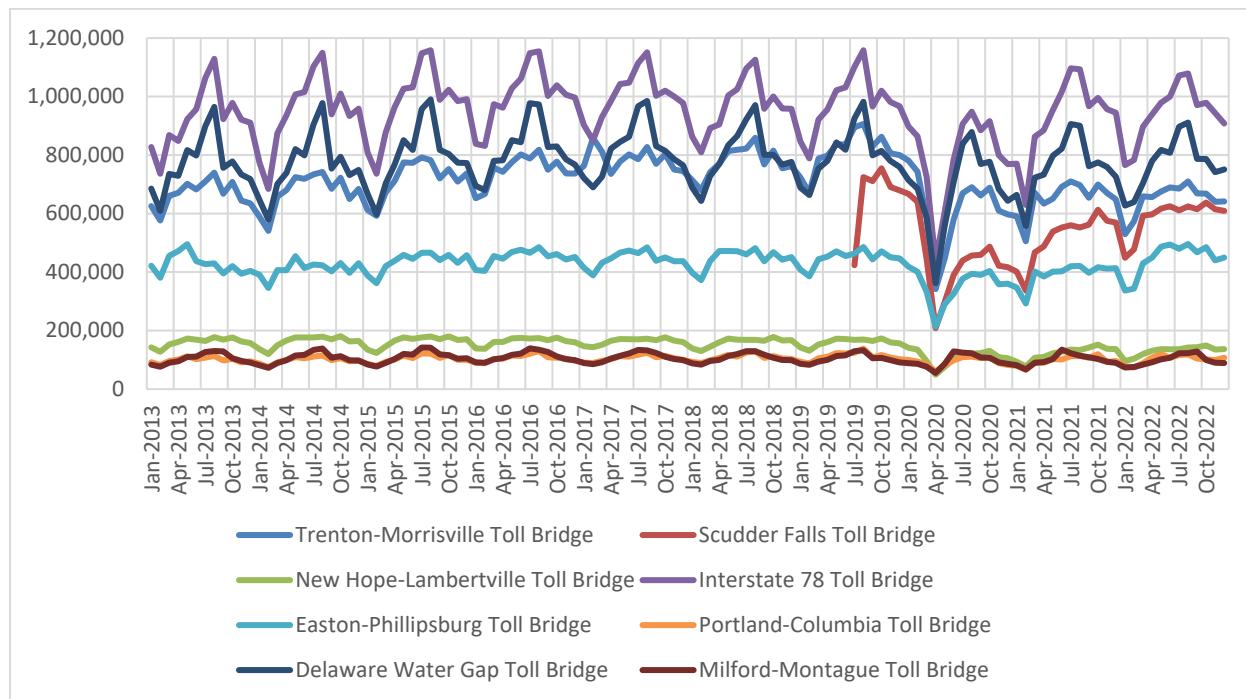


Figure 8: Historical Westbound Toll Bridge Volumes By Bridge (2013-2022)

As a continuing aftereffect of the Covid-19 pandemic, the post pandemic datasets remain too limited to properly predict future values. Instead, using the toll volume data from years prior the Covid-19 pandemic (2013-2019), a base forecast of the expected non-pandemic monthly volumes was developed for each toll bridge per vehicle classification. This methodology has developed the 2020-2023 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* and *2021 Traffic Engineering Report*.

Figure 9 illustrates the historical toll volumes at each of the eight (8) toll bridges along with the expected non-pandemic base toll volumes (March 2020 to December 2023). The base numbers reflect both seasonal variability and annual background growth.

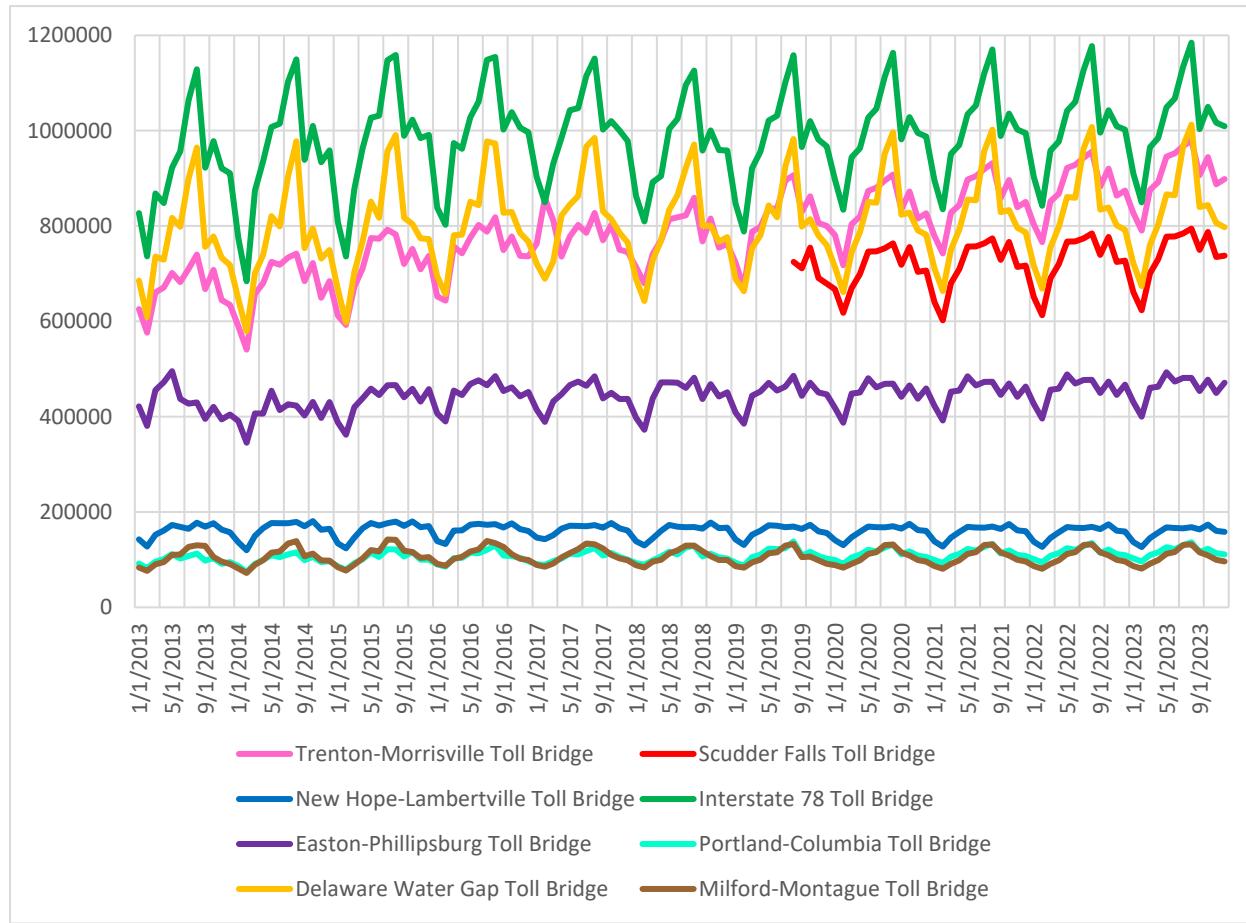


Figure 9: Historical Pre-Pandemic Data and Projected Post-Pandemic Base Toll Monthly Volumes

Snow Adjustments

Although there were storm events in 2022, the number and severity of events as well as the related impacts were consistent with an average year and did not merit the application of any targeted adjustments.

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, upon completion, have a major effect on toll bridge volumes.

Bucks County identified two (2) major development projects in Falls Township. The first development is 968,760 SF of industrial space that was received by the County in May 2022 and is currently in the “revised preliminary” stage. The second development is the Keystone Industrial Port Complex which comprises 8,117,000 SF of industrial space with a potential maximum buildout of 15,000,000 SF and is currently at the “sketch” level. Neither of these projects are anticipated to be complete in 2023.

Monroe County identified three (3) major development projects in both Smithfield Township and Pocono Township, approximately three (3) miles and ten (10) miles west and north of the Delaware Water Gap Toll Bridge, respectively. The first two (2) developments are a 700,000 and 300,000 SF warehouse/distribution centers, both located in Pocono Township. Both warehouses are in the approval stages and not anticipated

to be complete in 2023. The third development is a 236-unit apartment complex in Smithfield Township that is anticipated to be completed in the spring of 2023. The associated impact of the apartment complex has been incorporated into the development of the 2023 Base toll volumes for the Delaware Water Gap Toll Bridge.

Pike County identified one (1) 450,000 SF warehouse development in Milford Township, which is situated approximately three (3) miles west of the Milford-Montague Toll Bridge. The development is only conceptual and at the municipal level and will not be completed in 2023.

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 two projects scheduled for I-78 during the 2023 calendar year. The first project is a mill and pave which is anticipated to begin in late summer and continue through the fall and will cause lane closures. The second project is the sealing of bridge decks and is scheduled for the spring. Both projects are anticipated to only cause short term disruptions.

In 2022, the Delaware River Joint Toll Bridge Commission conducted roadway repaving on both the New Jersey and Pennsylvania sides of the Milford-Montague Toll Bridge which began in August of 2022 and continued through the end of the calendar year. These improvements were assisted by manual protection of traffic (MPT) patterns consisting of a single alternating lane on the bridge which restricted the approaching roadways. This project will continue in an identical fashion in March of 2023 and is anticipated to take four (4) weeks to complete. Given the relatively short-term duration of the construction and upon reviewing the impact of the construction on 2022 toll volume data at the Milford-Montague Toll Bridge no targeted adjustments were applied.

Projected Volumes

While in the past there have been distinct patterns emerging on a yearly basis, not enough time has passed for the post pandemic volumes to converge. Instead, 2021 and 2022 actual volumes were compared to the base volumes to take advantage of the known historical volume patterns. The difference appears to be decreasing between the actual and base 2021-2022 volumes, implying that some pandemic recovery is still occurring. With volumes still growing/returning to normal at a higher growth rate than pre-pandemic values, a logarithmic regression model from the residuals was used to project the 2023 volumes for 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 pandemic data, fitting models to the post pandemic 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. As a result, all the growth/recovery rates are formed from a data-driven fit of the volume residuals. The 2023 Traffic Volume Projections are summarized in **Table 3**.

Table 3: 2023 Toll Traffic Volume Projections

| Region | Bridge | Base Westbound Toll Volumes | Regression Model Adjustment | Projected Westbound Toll Volumes |
|----------|---------------------------|-----------------------------|-----------------------------|----------------------------------|
| Southern | Trenton-Morrisville | 10,865,868 | -2,816,367 | 8,049,501 |
| Southern | Scudder Falls | 9,600,918 | -2,074,575 | 7,526,343 |
| Southern | New Hope-Lambertville | 1,889,037 | -251,092 | 1,637,945 |
| Central | Interstate 78 | 12,221,978 | -515,537 | 11,706,441 |
| Central | Easton-Phillipsburg | 5,534,773 | 79,641 | 5,614,414 |
| Northern | Portland-Columbia | 1,402,062 | -115,472 | 1,286,590 |
| Northern | Delaware Water Gap (I-80) | 9,957,115 | -635,363 | 9,321,752 |
| Northern | Milford-Montague | 1,270,095 | -81,151 | 1,188,944 |
| | Total | 52,741,846 | -6,409,916 | 46,331,930 |

2023 Toll Volume and Toll Revenue Projections

The projected 2023 toll volumes were developed from the base volumes via application of a logarithmic regression model. The base volume and revenue values represent expected non-pandemic monthly values for each toll bridge per vehicle classification based on historical data. **Tables B-1 through B-8 in Appendix B** summarize 2023 volume projections. The 2023 Traffic Volume Projections are summarized in **Table 3**. The monthly 2022-2023 Traffic Volume Projections compared with the Base Traffic Volume and 2022 Actual Traffic Volumes are illustrated in **Figure 10**.

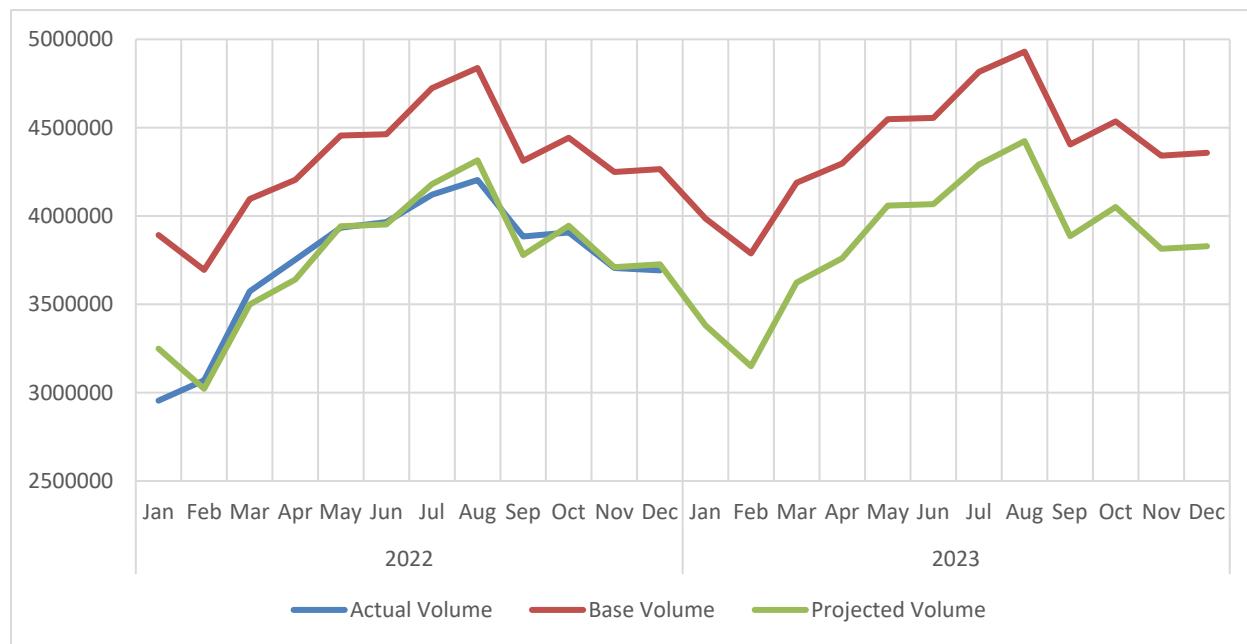


Figure 10: Monthly 2022-2023 Actual, Base, and Forecasted Volumes

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. 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 January 2022 through December 2022. The calculations do not reflect any toll increases for 2023. A monthly comparison to historical revenues has been illustrated in **Figure 11**.

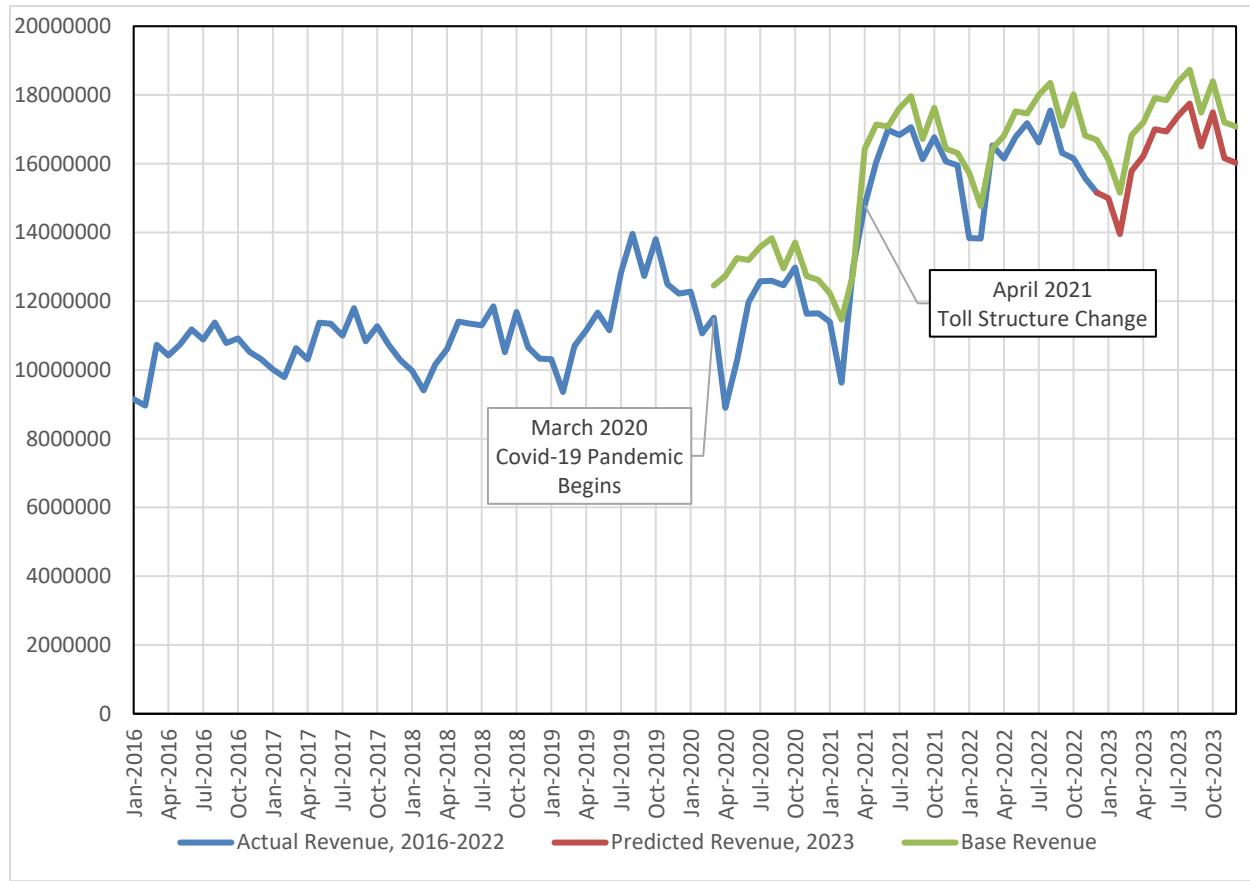


Figure 11: Monthly Historical, Base, and Projected Revenues 2016-2023

Table 4 compares the 2022 toll volume for each bridge with the projected 2023 toll volume. As indicated, the overall toll traffic volumes are projected to increase by approximately 1,571,097 vehicles over 2022.

Table 5 compares the 2022 toll revenue for each bridge with the projected 2023 toll volume and revenue. As indicated, the overall toll revenue is projected to increase by approximately \$4,550,585.80 over the actual 2022 revenue.

Table 6 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 2022. The actual calculated Debt Service Coverage Ratio for 2022 was 2.00. 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 7 lists the projected revenues and expenditures for the year 2023. The sum of the year 2023 projected revenues is \$205,957,061.78, the projected Net Revenue is \$117,112,402.78, and the Annual Debt Service is \$42,153,819.00. Comparing the projected Net Revenue to the Annual Debt Service, the projected Net Revenue is 278% of the Annual Debt Service (Debt Service Coverage Ratio of 2.78). 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 4: Volume Comparison – 2022 to 2023

| Bridge | 2022 Toll Volume | 2023 Projected Volume | % Change in Toll Volume |
|---------------------------|-------------------------|------------------------------|--------------------------------|
| Trenton-Morrisville | 7,795,673 | 8,049,501 | 3.26% |
| Scudder Falls | 7,069,878 | 7,526,343 | 6.46% |
| New Hope-Lambertville | 1,565,298 | 1,637,945 | 4.64% |
| Interstate 78 | 11,313,542 | 11,706,441 | 3.47% |
| Easton-Phillipsburg | 5,358,521 | 5,614,414 | 4.78% |
| Portland-Columbia | 1,223,549 | 1,286,590 | 5.15% |
| Delaware Water Gap (I-80) | 9,248,071 | 9,321,752 | 0.80% |
| Milford-Montague | 1,186,301 | 1,188,944 | 0.22% |
| Total | 44,760,833 | 46,331,930 | 3.51% |

Table 5: Revenue Comparison – 2022 to 2023

| Bridge | 2022 Toll Revenue | 2023 Projected Toll Revenue | % Change in Toll Revenue |
|---------------------------|--------------------------|------------------------------------|---------------------------------|
| Trenton-Morrisville | \$25,111,885.33 | \$25,784,457.30 | 2.68% |
| Scudder Falls | \$15,162,633.17 | \$15,680,339.27 | 3.41% |
| New Hope-Lambertville | \$3,849,745.91 | \$3,960,575.06 | 2.88% |
| Interstate 78 | \$83,447,384.87 | \$85,270,723.94 | 2.19% |
| Easton-Phillipsburg | \$13,474,348.78 | \$14,113,666.13 | 4.74% |
| Portland-Columbia | \$3,956,331.04 | \$4,277,923.34 | 8.13% |
| Delaware Water Gap (I-80) | \$44,319,108.52 | \$44,778,894.53 | 1.04% |
| Milford-Montague | \$2,338,500.58 | \$2,343,944.43 | 0.23% |
| Total | \$191,659,938.20 | \$196,210,524.00 | 2.37% |

Table 6: Actual Revenue and Expenditures for 2022

| Region | Bridge | 2022 Volume | 2022 Revenue |
|----------|---|-------------------|-------------------|
| Southern | Trenton-Morrisville | 7,795,673 | \$ 25,111,885.33 |
| Southern | Scudder Falls | 7,069,878 | \$ 15,162,633.17 |
| Southern | New Hope-Lambertville | 1,565,298 | \$ 3,849,745.91 |
| Central | Interstate 78 | 11,313,542 | \$ 83,447,384.87 |
| Central | Easton-Phillipsburg | 5,358,521 | \$ 13,474,348.78 |
| Northern | Portland-Columbia | 1,223,549 | \$ 3,956,331.04 |
| Northern | Delaware Water Gap | 9,248,071 | \$ 44,319,108.52 |
| Northern | Milford-Montague | 1,186,301 | \$ 2,338,500.58 |
| | Total | 44,760,833 | \$ 191,659,938.20 |
| | 2022 Toll Revenue | (From above) | \$ 191,659,938.20 |
| | Toll Violation Enforcement Revenue ¹ | | \$ 1,740,973.55 |
| | E-ZPass Service Fee Estimate | | \$ 2,229,855.51 |
| | Interest Income | | \$ 2,723,882.41 |
| | Other Income | | \$ 590,143.90 |
| | 1. Total Revenue - 2022 | | \$ 198,944,793.57 |
| | 2. Operating Expenses - 2022 | | \$ 74,173,284.98 |
| | 3. Net Revenue | (Line 1 - Line 2) | \$ 124,771,508.59 |
| | 4. Annual Debt Service ² | | \$ 62,440,150.00 |
| | 5. 130% of Annual Debt Service | | \$ 81,172,195.00 |
| | 6. Calculated Debt Service Coverage Ratio | (Line 3 / Line 4) | 2.00 |

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.

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.

² 2022 debt service includes the payment of scheduled principal and interest plus the October 17, 2022 optional redemption of \$12,175,000 principal amount of bonds and accrued interest thereon.

Table 7: Projected Revenue and Expenditures for 2023

| Region | Bridge | 2023 Volume | 2023 Revenue |
|---|-----------------------|-------------------|-------------------------|
| Southern | Trenton-Morrisville | 8,049,501 | \$ 25,784,457.30 |
| Southern | Scudder Falls | 7,526,343 | \$ 15,680,339.27 |
| Southern | New Hope-Lambertville | 1,637,945 | \$ 3,960,575.06 |
| Central | Interstate 78 | 11,706,441 | \$ 85,270,723.94 |
| Central | Easton-Phillipsburg | 5,614,414 | \$ 14,113,666.13 |
| Northern | Portland-Columbia | 1,286,590 | \$ 4,277,923.34 |
| Northern | Delaware Water Gap | 9,321,752 | \$ 44,778,894.53 |
| Northern | Milford-Montague | 1,188,944 | \$ 2,343,944.43 |
| Total | | 46,331,930 | \$ 196,210,524.00 |
| 2023 Toll Revenue | | (From above) | \$ 196,210,524.00 |
| Toll Violation Enforcement Revenue ¹ | | | \$ 1,775,537.78 |
| E-ZPass Service Fee Estimate | | (2023 Projected) | \$ 2,231,000.00 |
| Interest Income | | (2023 Projected) | \$ 5,435,000.00 |
| Other Income | | (2023 Projected) | \$ 305,000.00 |
| 1. Total Revenue - 2023 | | | \$ 205,957,061.78 |
| 2. Operating Expenses - 2023 | | (2023 Projected) | \$ <u>88,844,659.00</u> |
| 3. Net Revenue | | (Line 1 - Line 2) | \$ 117,112,402.78 |
| 4. Annual Debt Service | | (2022 Projected) | \$ 42,153,819.00 |
| 5. 130% of Annual Debt Service | | | \$ 54,799,964.70 |
| 6. Calculated Debt Service Coverage Ratio | | (Line 3 / Line 4) | 2.78 |
| <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

2022 TRAFFIC ENGINEERING REPORT CONTRACT NO. C-761A

DRJTX21004



APPENDIX A

HISTORICAL TRAFFIC VOLUMES

DRJTB C TOLL-SUPPORTED AND TOLL BRIDGES

DRJTX21004



Table A-1 Toll-Supported Bridge Volumes

Table A-2 2003 Toll-Supported Bridge Volumes

| | Month | Lower Trenton | Galloway Street | Sudder Falls | Westinghouse Crossing | New Hope-Lambertville | Centre Bridge | Frenchtown | Upper Black | Eddy-Millford | Ridgeville | Northampton Street | Pocono Bearbridge | 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 | Belvidere | 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 | Westinghouse Crossing | New Hope-Lambertville | Centre Bridge | Frenchtown | Upper Black-Millford | Riegelsville | Northampton Street | Pocono River-to-River | 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 | 1,222,696 | 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 Street ^{6,8} | Calhoun Street ^{6,8} | Sudder Falls ^{6,8} | Washington Crossing ^{5,9,11} | New Hope Lambeville ^{5,9,11} | Center Bridge ^{2,4} | Frenchtown-Upper Black Millford ^{1,7} | Riegelsville ^{12,15} | Morristown-Northampton ¹³ | 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} | Mashington Crossing ^{4,7,10} | New Hope ^{3,12} | Lambertville ^{3,12} | Upper Black Eddy-Millford ^{3,5,13} | Frechtown ⁶ | Riegelsville ¹¹ | Northampton ^{2,6} | Street ^{2,6} | Riverton ⁶ | Bethlehem 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- Crossings | Mashington- Crossings | Centerline- 3,5,12,14 | Centre Bridge- 3,5,12,14 | Upper-Breck- Eddy-Millford | Ridgeville- Upper-Breck | 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 | Upper Black Freestown-Wilkes-Barre | Center Bridge, PA, 28 | Wethersfield New Hope-Lambertville | Crossings, 14, 15 | Westinghouse, 14, 15 | Center Bridge, PA, 28 | Eddy-Millford Wethersfield | Ridgeville Northampton | Total Riverton Belvidere 4 | 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 | 566,883 | 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 1-31-15. 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 decreased 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

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

Note Estimated figures due to adjustments shown in red. Data interpolated from 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 11/21/16 - 11/30/16, data interpolated.
- (29) Counter down, used Nov. 2015 data and decreased by 2.29%.
- (30) Counter down 12-1-16 to 12-31-16. 2015 data interpolated.
- (31) Counter down 12-1-16 to 12-31-16. 2015 data interpolated.
- (32) Counter down 12-1-16 to 12-31-16. 2015 data interpolated and decreased by 6.0%.
- (33) Counter down 12-1-16 to 12-31-16. 2015 data interpolated and decreased by 6.0%.

Table 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 2022 Toll-Supported Bridge Volumes

| | North | Trenton ^{3,4} | Calhoun Street | Washington Crossing | New Hope-Pequea | Centre Bridge | Frenchtown | Uptown-Millford | Ridgeville | Northampton | Riverton ² | Bethlehem ⁵ | Total |
|----------------------|------------------|------------------------|------------------|---------------------|------------------|------------------|------------------|------------------|------------------|------------------|-----------------------|------------------------|-------|
| January ¹ | 435,837 | 436,890 | 158,207 | 304,508 | 86,724 | 95,513 | 92,761 | 78,274 | 455,715 | 122,287 | 2,266,716 | | |
| February | 452,657 | 450,642 | 176,763 | 319,081 | 96,878 | 108,541 | 89,799 | 80,360 | 458,039 | 123,610 | 2,356,370 | | |
| March | 517,828 | 517,639 | 203,343 | 367,720 | 115,107 | 141,442 | 102,576 | 93,750 | 512,781 | 138,014 | 2,710,200 | | |
| April | 517,948 | 505,937 | 226,561 | 369,881 | 127,259 | 154,517 | 107,843 | 102,667 | 434,742 | 138,532 | 2,685,888 | | |
| May | 535,257 | 510,815 | 232,351 | 388,236 | 134,620 | 153,664 | 111,493 | 107,212 | 404,971 | 134,008 | 2,712,627 | | |
| June | 44,713 | 533,083 | 486,481 | 235,845 | 392,449 | 130,326 | 152,260 | 109,315 | 104,557 | 416,671 | 2,605,700 | | |
| July | 537,803 | 470,873 | 229,379 | 410,191 | 125,837 | 145,104 | 111,657 | 99,851 | 418,475 | 128,740 | 2,677,910 | | |
| August | 545,720 | 474,703 | 234,506 | 407,795 | 116,284 | 139,557 | 109,365 | 99,942 | 434,082 | 129,995 | 2,691,949 | | |
| September | 510,236 | 456,745 | 227,606 | 388,144 | 114,211 | 138,673 | 105,745 | 94,651 | 449,088 | 120,416 | 2,605,515 | | |
| October | 515,457 | 449,165 | 231,907 | 403,687 | 128,964 | 147,856 | 108,531 | 95,509 | 465,195 | 124,046 | 2,670,317 | | |
| November | 476,007 | 439,469 | 209,531 | 374,991 | 119,856 | 133,618 | 100,948 | 89,199 | 422,648 | 111,370 | 2,477,637 | | |
| December | 488,781 | 452,991 | 200,927 | 392,970 | 121,074 | 130,812 | 102,462 | 88,662 | 438,170 | 112,251 | 2,529,100 | | |
| Total | 5,578,244 | 5,698,952 | 2,817,562 | 4,363,049 | 1,679,263 | 1,619,623 | 1,295,440 | 1,139,392 | 4,998,463 | 1,799,940 | 30,989,928 | | |

Notes:

- (1) 1/29 - Snowstorm. Traffic volume lower than normal.
- (2) Lane closed from 3/16 - 3/31
- (3) Counter connection lost 4-25 to 4-30. Data interpolated
- (4) Counter connection lost 6-22 to 6-27. Data interpolated
- (5) Counter connection lost 6-6 to 6-14. Data interpolated

Table A-22 - 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-23 - 2004 Toll Bridge Volumes

| Class | Trenton-Morrisville | New Hope-Mansfield | 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-24 - 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-25 - 2006 Toll Bridge Volumes

| Class | Trenton-Morrisville | New Hope-Morrisville | 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-26 - 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-27 - 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-28 - 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-29 - 2010 Toll Bridge Volumes

| Class | Bridge Name | | | | | Total | |
|----------------|------------------|-----------------------|---------------------|-------------------|---------------------------|-------------------|-------------------|
| | Interstate 78 | New Hope-Lambertville | Easton-Phillipsburg | Portland-Columbia | Delaware Water Gap (I-80) | Mifflord-Montague | |
| Passenger Car | 7,371,984 | 1,821,912 | 7,991,887 | 5,804,769 | 1,325,985 | 8,286,185 | 1,273,766 |
| 2-axle truck | 193,415 | 55,412 | 212,663 | 149,537 | 29,753 | 150,526 | 22,285 |
| 3-axle truck | 72,859 | 19,344 | 98,774 | 47,222 | 11,088 | 90,065 | 3,223 |
| 4-axle truck | 57,380 | 7,372 | 124,014 | 36,986 | 11,769 | 51,605 | 1,554 |
| 5-axle truck | 160,172 | 25,637 | 1,793,766 | 184,522 | 32,033 | 1,018,100 | 6,889 |
| 6-axle truck | 1,697 | 589 | 47,625 | 2,379 | 331 | 26,319 | 83 |
| 7-axle truck | 30 | 45 | 2,722 | 45 | 11 | 856 | 8 |
| 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-30 - 2011 Toll Bridge Volumes

| Class | Bridge Name | | | | | | Total | |
|----------------|------------------|-----------------------|---------------------|---------------------|-------------------|---------------------------|-------------------|-------------------|
| | Interstate 78 | New Hope-Lambertville | Morrisville-Trenton | 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 | 33,153,985 |
| 2-axle truck | 199,949 | 57,104 | 231,071 | 141,994 | 27,959 | 143,266 | 21,084 | 822,427 |
| 3-axle truck | 69,632 | 18,764 | 114,082 | 46,092 | 11,676 | 92,400 | 3,511 | 356,157 |
| 4-axle truck | 57,171 | 7,819 | 132,317 | 34,920 | 13,088 | 59,447 | 1,821 | 306,583 |
| 5-axle truck | 185,598 | 26,562 | 1,882,116 | 159,328 | 31,001 | 964,013 | 6,921 | 3,255,539 |
| 6-axle truck | 1,298 | 648 | 50,761 | 2,002 | 503 | 26,614 | 65 | 81,891 |
| 7-axle truck | 47 | 41 | 5,210 | 55 | 11 | 1,585 | 7 | 6,956 |
| special permit | - | - | 10 | 3 | - | 25 | 1 | 39 |
| Total | 7,811,562 | 1,919,571 | 10,695,254 | 5,730,623 | 1,371,778 | 9,207,293 | 1,247,496 | 37,983,577 |

Table A-31 - 2012 Toll Bridge Volumes

| Class | Bridge Name | | | | | | | Total |
|----------------|------------------|-----------------------|----------------------|---------------------|-------------------|---------------------------|-------------------|-------------------|
| | Interstate 78 | New Hope-Lambertville | Mountain-Philipsburg | Easton-Phillipsburg | 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-32 - 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-33 - 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-34 - 2015 Toll Bridge Volumes

| Class | Bridge Name | | | | | Total |
|----------------|------------------|---------------------|-------------------|---------------------------|-------------------|-------------------|
| | Interstate 78 | Easton-Phillipsburg | 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 |
| 2-axle truck | 227,189 | 58,188 | 267,863 | 128,646 | 30,307 | 149,928 |
| 3-axle truck | 84,844 | 18,851 | 148,869 | 35,904 | 14,105 | 86,845 |
| 4-axle truck | 89,944 | 8,907 | 194,941 | 33,621 | 22,181 | 93,206 |
| 5-axle truck | 185,240 | 32,369 | 2,177,626 | 114,555 | 32,311 | 1,037,847 |
| 6-axle truck | 1,363 | 858 | 68,988 | 1,102 | 441 | 28,995 |
| 7-axle truck | 116 | 60 | 7,725 | 34 | 65 | 1,787 |
| 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 |
| | | | | | | 39,643,487 |
| | | | | | | |

Table A-35 - 2016 Toll Bridge Volumes

| Class | Bridge Name | | | | | Total |
|----------------|------------------|-----------------------|-------------------|---------------------------|-------------------|-------------------|
| | Interstate 78 | New Hope-Lambertville | Portland-Columbia | Delaware Water Gap (I-80) | Mifflord-Montague | |
| Passenger Car | 8,406,934 | 1,840,799 | 9,102,926 | 5,089,420 | 1,185,340 | 8,351,245 |
| 2-axle truck | 230,021 | 58,223 | 276,044 | 128,788 | 27,388 | 158,796 |
| 3-axle truck | 96,397 | 20,779 | 151,021 | 37,320 | 10,494 | 88,030 |
| 4-axle truck | 93,820 | 9,337 | 190,711 | 33,674 | 24,133 | 93,805 |
| 5-axle truck | 174,128 | 32,653 | 2,243,050 | 124,949 | 33,178 | 1,066,350 |
| 6-axle truck | 1,064 | 1,213 | 69,253 | 1,523 | 299 | 30,578 |
| 7-axle truck | 84 | 46 | 6,775 | 36 | 22 | 1,767 |
| special permit | 2 | 1 | 10 | - | - | 13 |
| 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-36 - 2017 Toll Bridge Volumes

| Class | Trenton-Morrisville | New Hope-Lambertville | Intercstate 78 | Easton-Phillipsburg | Portland-Columbia | Delaware Water Gap (I-80) | Miford-Montague | Total |
|----------------|---------------------|-----------------------|-------------------|---------------------|-------------------|---------------------------|------------------|-------------------|
| Passenger Car | 8,792,379 | 1,851,362 | 8,960,571 | 5,052,071 | 1,182,950 | 8,340,246 | 1,272,963 | 35,452,542 |
| 2-axle truck | 178,084 | 43,800 | 302,155 | 84,107 | 18,402 | 190,428 | 17,630 | 834,606 |
| 3-axle truck | 117,937 | 20,706 | 195,795 | 37,038 | 9,232 | 121,285 | 3,944 | 505,937 |
| 4-axle truck | 105,696 | 8,507 | 217,754 | 31,129 | 27,739 | 123,696 | 3,175 | 517,696 |
| 5-axle truck | 233,724 | 35,319 | 2,270,796 | 127,787 | 34,608 | 1,002,276 | 9,206 | 3,713,716 |
| 6-axle truck | 2,113 | 1,090 | 72,822 | 1,351 | 458 | 32,774 | 100 | 110,708 |
| 7-axle truck | 206 | 40 | 3,260 | 37 | 17 | 852 | 19 | 4,431 |
| special permit | - | - | 1 | - | - | - | - | 1 |
| Total | 9,430,139 | 1,960,824 | 12,023,154 | 5,333,520 | 1,273,406 | 9,811,557 | 1,307,037 | 41,139,637 |

Table A-37 - 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-38 - 2019 Toll Bridge Volumes

| Class | | Milford-Montague Total | | | | | | | | | | | | | | | |
|----------------|------------------|---------------------------|------------------|-------------------|------------------|---------------------|------------------|-------------------------------------|-------------------|--|--|---------------------|--|---------------------|--|------------------------|--|
| | | Delaware Water Gap (I-80) | | Portland-Columbia | | Easton-Phillipsburg | | Lambertville New Hope Interstate 78 | | Trenton-Morrisville Scudder Falls ⁽¹⁾ | | Weston-Phillipsburg | | Delaware Gap (I-80) | | Milford-Montague 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-39 - 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-40 - 2021 Toll Bridge Volumes

| | Total | Trenton-Morrisville | Sudder Falls | New Hope-Lambertville | Interstate 78 | Easton-Phillipsburg | Portland-Columbia | Delaware Water Gap (I-80) | Mifflord-Montague | Total |
|----------------|------------------|---------------------|------------------|-----------------------|------------------|---------------------|-------------------|---------------------------|-------------------|-------|
| Passenger Car | 6,945,708 | 5,763,196 | 1,355,336 | 7,736,341 | 4,376,912 | 1,061,878 | 7,520,295 | 1,154,954 | 35,914,620 | |
| 2-axle truck | 290,951 | 207,907 | 52,322 | 352,795 | 127,740 | 27,095 | 266,814 | 26,812 | 1,352,436 | |
| 3-axle truck | 138,927 | 51,626 | 14,942 | 158,175 | 38,004 | 9,850 | 78,708 | 3,831 | 494,063 | |
| 4-axle truck | 105,191 | 31,377 | 11,298 | 249,344 | 34,450 | 30,838 | 90,130 | 3,557 | 556,185 | |
| 5-axle truck | 337,187 | 157,024 | 38,193 | 2,593,758 | 131,456 | 40,667 | 1,135,604 | 11,250 | 4,445,139 | |
| 6-axle truck | 3,353 | 3,188 | 1,884 | 76,637 | 1,150 | 237 | 31,154 | 114 | 117,717 | |
| 7-axle truck | 269 | 440 | 33 | 2,461 | 172 | 19 | 587 | 1 | 3,982 | |
| special permit | - | - | - | - | - | - | - | - | - | |
| Total | 7,821,586 | 6,214,758 | 1,474,008 | 11,169,511 | 4,709,884 | 1,170,584 | 9,123,292 | 1,200,519 | 42,884,142 | |

Table A-41 - 2022 Toll Bridge Volumes

| Class | Trenton-Morrisville | Sudder Falls | New Hope-Lambertville | Ithreestate 78 | Easton-Phillipsburg | Portland-Columbia | Delaware Gap (-80) | Mifflord-Montague | Total |
|----------------|---------------------|------------------|-----------------------|-------------------|---------------------|-------------------|--------------------|-------------------|-------------------|
| Passenger Car | 6,878,426 | 6,682,110 | 1,443,620 | 7,881,054 | 4,996,490 | 1,092,595 | 7,629,929 | 1,141,372 | 37,745,596 |
| 2-axle truck | 323,853 | 174,198 | 52,695 | 367,869 | 131,890 | 27,999 | 275,426 | 29,229 | 1,383,159 |
| 3-axle truck | 146,112 | 38,357 | 15,097 | 177,618 | 37,267 | 11,938 | 85,157 | 4,018 | 515,564 |
| 4-axle truck | 128,408 | 30,633 | 10,032 | 242,083 | 39,784 | 45,572 | 88,644 | 3,181 | 588,337 |
| 5-axle truck | 315,298 | 142,133 | 41,273 | 2,585,047 | 151,827 | 45,073 | 1,138,478 | 8,367 | 4,427,496 |
| 6-axle truck | 3,401 | 2,060 | 2,537 | 58,508 | 1,039 | 353 | 29,575 | 131 | 97,604 |
| 7-axle truck | 175 | 387 | 44 | 1,363 | 224 | 19 | 862 | 3 | 3,077 |
| special permit | - | - | - | - | - | - | - | - | - |
| Total | 7,795,673 | 7,069,878 | 1,565,298 | 11,313,542 | 5,358,521 | 1,223,549 | 9,248,071 | 1,186,301 | 44,760,833 |

APPENDIX B

2023 TOLL BRIDGE VOLUME AND REVENUE PROJECTION SUMMARY WORKSHEETS

DRJTBC TOLL BRIDGES

DRJTX21004



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

| Class | 2022 Volume | % Growth from 2022 to 2023 | 2023 Projected Volume |
|---------------|------------------|----------------------------|-----------------------|
| Passenger | 6,878,426 | 3.58% | 7,124,525 |
| 2-Axle Trucks | 323,853 | -4.70% | 308,616 |
| 3-Axle Trucks | 146,112 | 3.68% | 151,496 |
| 4-Axle Trucks | 128,408 | 6.57% | 136,843 |
| 5-Axle Trucks | 315,298 | 2.94% | 324,576 |
| 6-Axle Trucks | 3,401 | -4.38% | 3,252 |
| 7-Axle Trucks | 175 | 10.29% | 193 |
| Total | 7,795,673 | 3.26% | 8,049,501 |

| Class | 2022 Volume | 2022 Revenue | Average Toll Rate | 2023 Projected Volume | 2023 Projected Revenue | % Change |
|---------------|------------------|------------------------|-------------------|-----------------------|------------------------|--------------|
| Passenger | 6,878,426 | \$10,521,197.08 | \$ 1.53 | 7,124,525 | \$ 10,897,027.92 | 3.57% |
| 2-Axle Trucks | 323,853 | \$2,946,225.25 | \$ 9.10 | 308,616 | \$ 2,807,037.91 | -4.72% |
| 3-Axle Trucks | 146,112 | \$1,993,068.00 | \$ 13.64 | 151,496 | \$ 2,066,508.05 | 3.68% |
| 4-Axle Trucks | 128,408 | \$2,340,980.00 | \$ 18.23 | 136,843 | \$ 2,494,754.87 | 6.57% |
| 5-Axle Trucks | 315,298 | \$7,211,652.50 | \$ 22.87 | 324,576 | \$ 7,423,848.19 | 2.94% |
| 6-Axle Trucks | 3,401 | \$93,003.00 | \$ 27.35 | 3,252 | \$ 88,928.47 | -4.38% |
| 7-Axle Trucks | 175 | \$5,759.50 | \$ 32.91 | 193 | \$ 6,351.89 | 10.29% |
| Total | 7,795,673 | \$25,111,885.33 | \$ 3.22 | 8,049,501 | \$25,784,457.30 | 2.68% |

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

| Class | 2022 Volume | % Growth from 2022 to 2023 | 2023 Projected Volume |
|---------------|------------------|----------------------------|-----------------------|
| Passenger | 6,682,110 | 6.97% | 7,147,947 |
| 2-Axle Trucks | 174,198 | -3.77% | 167,637 |
| 3-Axle Trucks | 38,357 | -2.37% | 37,448 |
| 4-Axle Trucks | 30,633 | 4.02% | 31,865 |
| 5-Axle Trucks | 142,133 | -1.91% | 139,415 |
| 6-Axle Trucks | 2,060 | -18.64% | 1,676 |
| 7-Axle Trucks | 387 | -8.27% | 355 |
| Total | 7,069,878 | 6.46% | 7,526,343 |

| Class | 2022 Volume | 2022 Revenue | Average Toll Rate | 2023 Projected Volume | 2023 Projected Revenue | % Change |
|---------------|------------------|------------------------|-------------------|-----------------------|------------------------|--------------|
| Passenger | 6,682,110 | \$9,190,564.52 | \$ 1.38 | 7,147,947 | \$ 9,831,276.07 | 6.97% |
| 2-Axle Trucks | 174,198 | \$1,583,774.65 | \$ 9.09 | 167,637 | \$ 1,524,123.31 | -3.77% |
| 3-Axle Trucks | 38,357 | \$521,442.00 | \$ 13.59 | 37,448 | \$ 509,084.65 | -2.37% |
| 4-Axle Trucks | 30,633 | \$559,250.00 | \$ 18.26 | 31,865 | \$ 581,741.94 | 4.02% |
| 5-Axle Trucks | 142,133 | \$3,238,327.50 | \$ 22.78 | 139,415 | \$ 3,176,401.18 | -1.91% |
| 6-Axle Trucks | 2,060 | \$56,250.00 | \$ 27.31 | 1,676 | \$ 45,764.56 | -18.64% |
| 7-Axle Trucks | 387 | \$13,024.50 | \$ 33.66 | 355 | \$ 11,947.56 | -8.27% |
| Total | 7,069,878 | \$15,162,633.17 | \$ 2.14 | 7,526,343 | \$15,680,339.27 | 3.41% |

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

| Class | 2022 Volume | % Growth from 2022 to 2023 | 2023 Projected Volume |
|---------------|------------------|----------------------------|-----------------------|
| Passenger | 1,443,620 | 5.14% | 1,517,786 |
| 2-Axle Trucks | 52,695 | -6.93% | 49,044 |
| 3-Axle Trucks | 15,097 | 3.39% | 15,609 |
| 4-Axle Trucks | 10,032 | 4.39% | 10,472 |
| 5-Axle Trucks | 41,273 | 2.23% | 42,193 |
| 6-Axle Trucks | 2,537 | 10.33% | 2,799 |
| 7-Axle Trucks | 44 | -4.55% | 42 |
| Total | 1,565,298 | 4.64% | 1,637,945 |

| Class | 2022 Volume | 2022 Revenue | Average Toll Rate | 2023 Projected Volume | 2023 Projected Revenue | % Change |
|---------------|------------------|-----------------------|-------------------|-----------------------|------------------------|--------------|
| Passenger | 1,443,620 | \$1,972,827.41 | \$ 1.37 | 1,517,786 | \$ 2,074,123.05 | 5.13% |
| 2-Axle Trucks | 52,695 | \$481,066.00 | \$ 9.13 | 49,044 | \$ 447,685.36 | -6.94% |
| 3-Axle Trucks | 15,097 | \$205,242.00 | \$ 13.59 | 15,609 | \$ 212,202.57 | 3.39% |
| 4-Axle Trucks | 10,032 | \$183,186.00 | \$ 18.26 | 10,472 | \$ 191,220.45 | 4.39% |
| 5-Axle Trucks | 41,273 | \$937,355.00 | \$ 22.71 | 42,193 | \$ 958,249.20 | 2.23% |
| 6-Axle Trucks | 2,537 | \$68,649.00 | \$ 27.06 | 2,799 | \$ 75,738.49 | 10.33% |
| 7-Axle Trucks | 44 | \$1,420.50 | \$ 32.28 | 42 | \$ 1,355.94 | -4.54% |
| Total | 1,565,298 | \$3,849,745.91 | \$ 2.46 | 1,637,945 | \$3,960,575.06 | 2.88% |

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

| Class | 2022 Volume | % Growth from 2022 to 2023 | 2023 Projected Volume |
|---------------|-------------------|----------------------------|-----------------------|
| Passenger | 7,881,054 | 4.03% | 8,198,641 |
| 2-Axle Trucks | 367,869 | 4.25% | 383,500 |
| 3-Axle Trucks | 177,618 | 7.27% | 190,522 |
| 4-Axle Trucks | 242,083 | 4.85% | 253,815 |
| 5-Axle Trucks | 2,585,047 | 1.50% | 2,623,920 |
| 6-Axle Trucks | 58,508 | -5.93% | 55,040 |
| 7-Axle Trucks | 1,363 | -26.41% | 1,003 |
| Total | 11,313,542 | 3.47% | 11,706,441 |

| Class | 2022 Volume | 2022 Revenue | Average Toll Rate | 2023 Projected Volume | 2023 Projected Revenue | % Change |
|---------------|-------------------|------------------------|-------------------|-----------------------|------------------------|--------------|
| Passenger | 7,881,054 | \$12,792,446.87 | \$ 1.62 | 8,198,641 | \$ 13,307,196.88 | 4.02% |
| 2-Axle Trucks | 367,869 | \$3,374,470.00 | \$ 9.17 | 383,500 | \$ 3,515,214.61 | 4.17% |
| 3-Axle Trucks | 177,618 | \$2,428,239.00 | \$ 13.67 | 190,522 | \$ 2,604,651.29 | 7.27% |
| 4-Axle Trucks | 242,083 | \$4,411,090.00 | \$ 18.22 | 253,815 | \$ 4,624,865.51 | 4.85% |
| 5-Axle Trucks | 2,585,047 | \$58,806,660.00 | \$ 22.75 | 2,623,920 | \$ 59,690,973.25 | 1.50% |
| 6-Axle Trucks | 58,508 | \$1,586,763.00 | \$ 27.12 | 55,040 | \$ 1,492,709.31 | -5.93% |
| 7-Axle Trucks | 1,363 | \$47,716.00 | \$ 35.01 | 1,003 | \$ 35,113.09 | -26.41% |
| Total | 11,313,542 | \$83,447,384.87 | \$ 7.38 | 11,706,441 | \$85,270,723.94 | 2.19% |

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

| Class | 2022 Volume | % Growth from 2022 to 2023 | 2023 Projected Volume |
|---------------|------------------|----------------------------|-----------------------|
| Passenger | 4,996,490 | 4.87% | 5,240,032 |
| 2-Axle Trucks | 131,890 | -0.42% | 131,340 |
| 3-Axle Trucks | 37,267 | 2.33% | 38,134 |
| 4-Axle Trucks | 39,784 | 5.06% | 41,799 |
| 5-Axle Trucks | 151,827 | 6.53% | 161,735 |
| 6-Axle Trucks | 1,039 | 6.64% | 1,108 |
| 7-Axle Trucks | 224 | 18.75% | 266 |
| Total | 5,358,521 | 4.78% | 5,614,414 |

| Class | 2022 Volume | 2022 Revenue | Average Toll Rate | 2023 Projected Volume | 2023 Projected Revenue | % Change |
|---------------|------------------|------------------------|-------------------|-----------------------|------------------------|--------------|
| Passenger | 4,996,490 | \$7,534,328.28 | \$ 1.51 | 5,240,032 | \$ 7,901,314.52 | 4.87% |
| 2-Axle Trucks | 131,890 | \$1,206,685.00 | \$ 9.15 | 131,340 | \$ 1,201,200.52 | -0.45% |
| 3-Axle Trucks | 37,267 | \$508,791.00 | \$ 13.65 | 38,134 | \$ 520,627.79 | 2.33% |
| 4-Axle Trucks | 39,784 | \$726,124.00 | \$ 18.25 | 41,799 | \$ 762,901.12 | 5.06% |
| 5-Axle Trucks | 151,827 | \$3,463,072.50 | \$ 22.81 | 161,735 | \$ 3,689,067.34 | 6.53% |
| 6-Axle Trucks | 1,039 | \$28,251.00 | \$ 27.19 | 1,108 | \$ 30,127.15 | 6.64% |
| 7-Axle Trucks | 224 | \$7,097.00 | \$ 31.68 | 266 | \$ 8,427.69 | 18.75% |
| Total | 5,358,521 | \$13,474,348.78 | \$ 2.51 | 5,614,414 | \$14,113,666.13 | 4.74% |

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

| Class | 2022 Volume | % Growth from 2022 to 2023 | 2023 Projected Volume |
|---------------|------------------|----------------------------|-----------------------|
| Passenger | 1,092,595 | 4.39% | 1,142,753 |
| 2-Axle Trucks | 27,999 | -0.01% | 28,034 |
| 3-Axle Trucks | 11,938 | 1.25% | 12,089 |
| 4-Axle Trucks | 45,572 | 18.21% | 55,718 |
| 5-Axle Trucks | 45,073 | 5.29% | 47,591 |
| 6-Axle Trucks | 353 | 8.79% | 387 |
| 7-Axle Trucks | 19 | -5.56% | 18 |
| Total | 1,223,549 | 4.90% | 1,286,590 |

| Class | 2022 Volume | 2022 Revenue | Average Toll Rate | 2023 Projected Volume | 2023 Projected Revenue | % Change |
|---------------|------------------|-----------------------|-------------------|-----------------------|------------------------|--------------|
| Passenger | 1,092,595 | \$1,673,922.04 | \$ 1.53 | 1,142,753 | \$ 1,750,721.09 | 4.59% |
| 2-Axle Trucks | 27,999 | \$255,611.00 | \$ 9.12 | 28,034 | \$ 255,694.50 | 0.03% |
| 3-Axle Trucks | 11,938 | \$163,897.50 | \$ 13.73 | 12,089 | \$ 165,970.60 | 1.26% |
| 4-Axle Trucks | 45,572 | \$828,924.00 | \$ 18.19 | 55,718 | \$ 1,013,472.92 | 22.26% |
| 5-Axle Trucks | 45,073 | \$1,023,732.50 | \$ 22.71 | 47,591 | \$ 1,080,923.25 | 5.59% |
| 6-Axle Trucks | 353 | \$9,642.00 | \$ 27.31 | 387 | \$ 10,570.67 | 9.63% |
| 7-Axle Trucks | 19 | \$602.00 | \$ 31.68 | 18 | \$ 570.31 | -5.26% |
| Total | 1,223,549 | \$3,956,331.04 | \$ 3.23 | 1,286,590 | \$4,277,923.34 | 8.13% |

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

| Class | 2022 Volume | % Growth from 2022 to 2023 | 2023 Projected Volume |
|---------------|------------------|----------------------------|-----------------------|
| Passenger | 7,629,929 | 0.49% | 7,667,229 |
| 2-Axle Trucks | 275,426 | 9.89% | 302,661 |
| 3-Axle Trucks | 85,157 | 4.07% | 88,624 |
| 4-Axle Trucks | 88,644 | 5.20% | 93,252 |
| 5-Axle Trucks | 1,138,478 | 0.14% | 1,140,088 |
| 6-Axle Trucks | 29,575 | -1.51% | 29,129 |
| 7-Axle Trucks | 862 | -10.79% | 769 |
| Total | 9,248,071 | 0.80% | 9,321,752 |

| Class | 2022 Volume | 2022 Revenue | Average Toll Rate | 2023 Projected Volume | 2023 Projected Revenue | % Change |
|---------------|------------------|------------------------|-------------------|-----------------------|------------------------|--------------|
| Passenger | 7,629,929 | \$12,275,214.52 | \$ 1.61 | 7,667,229 | \$ 12,334,570.76 | 0.48% |
| 2-Axle Trucks | 275,426 | \$2,525,887.00 | \$ 9.16 | 302,661 | \$ 2,773,555.37 | 9.81% |
| 3-Axle Trucks | 85,157 | \$1,163,337.00 | \$ 13.66 | 88,624 | \$ 1,210,699.99 | 4.07% |
| 4-Axle Trucks | 88,644 | \$1,619,150.00 | \$ 18.27 | 93,252 | \$ 1,703,318.61 | 5.20% |
| 5-Axle Trucks | 1,138,478 | \$25,903,242.50 | \$ 22.75 | 1,140,088 | \$ 25,939,874.05 | 0.14% |
| 6-Axle Trucks | 29,575 | \$801,561.00 | \$ 27.10 | 29,129 | \$ 789,473.22 | -1.51% |
| 7-Axle Trucks | 862 | \$30,716.50 | \$ 35.63 | 769 | \$ 27,402.53 | -10.79% |
| Total | 9,248,071 | \$44,319,108.52 | \$ 4.79 | 9,321,752 | \$44,778,894.53 | 1.04% |

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

| Class | 2022 Volume | % Growth from 2022 to 2023 | 2023 Projected Volume |
|---------------|------------------|----------------------------|-----------------------|
| Passenger | 1,141,372 | 0.22% | 1,143,933 |
| 2-Axle Trucks | 29,229 | -0.10% | 29,200 |
| 3-Axle Trucks | 4,018 | 0.50% | 4,038 |
| 4-Axle Trucks | 3,181 | 3.58% | 3,295 |
| 5-Axle Trucks | 8,367 | -0.56% | 8,320 |
| 6-Axle Trucks | 131 | 18.32% | 155 |
| 7-Axle Trucks | 3 | 0.00% | 3 |
| Total | 1,186,301 | 0.22% | 1,188,944 |

| Class | 2022 Volume | 2022 Revenue | Average Toll Rate | 2023 Projected Volume | 2023 Projected Revenue | % Change |
|---------------|------------------|-----------------------|-------------------|-----------------------|------------------------|--------------|
| Passenger | 1,141,372 | \$1,759,877.08 | \$ 1.54 | 1,143,933 | \$ 1,763,782.03 | 0.22% |
| 2-Axle Trucks | 29,229 | \$269,819.50 | \$ 9.23 | 29,200 | \$ 269,406.71 | -0.15% |
| 3-Axle Trucks | 4,018 | \$55,324.50 | \$ 13.77 | 4,038 | \$ 55,599.89 | 0.50% |
| 4-Axle Trucks | 3,181 | \$58,496.00 | \$ 18.39 | 3,295 | \$ 60,592.37 | 3.58% |
| 5-Axle Trucks | 8,367 | \$191,312.50 | \$ 22.87 | 8,320 | \$ 190,237.83 | -0.56% |
| 6-Axle Trucks | 131 | \$3,573.00 | \$ 27.27 | 155 | \$ 4,227.59 | 18.32% |
| 7-Axle Trucks | 3 | \$98.00 | \$ 32.67 | 3 | \$ 98.01 | 0.01% |
| Total | 1,186,301 | \$2,338,500.58 | \$ 1.97 | 1,188,944 | \$2,343,944.43 | 0.23% |

APPENDIX C

TOLL BRIDGE REVENUE & EXPENDITURE PROJECTIONS SUMMARY WORKSHEETS DRJTBC TOLL BRIDGES

DRJTX21004



Table C-1: Actual Revenue and Expenditures for 2022

| District | Bridge | 2022 Volume | 2022 Revenue |
|---|-----------------------|------------------|-------------------------|
| 1 | Trenton-Morrisville | 7,795,673 | \$ 25,111,885.33 |
| 1 | Scudder Falls | 7,069,878 | \$ 15,162,633.17 |
| 1 | New Hope-Lambertville | 1,565,298 | \$ 3,849,745.91 |
| 2 | Interstate 78 | 11,313,542 | \$ 83,447,384.87 |
| 2 | Easton-Phillipsburg | 5,358,521 | \$ 13,474,348.78 |
| 3 | Portland-Columbia | 1,223,549 | \$ 3,956,331.04 |
| 3 | Delaware Water Gap | 9,248,071 | \$ 44,319,108.52 |
| 3 | Milford-Montague | <u>1,186,301</u> | <u>\$ 2,338,500.58</u> |
| Total | | 44,760,833 | \$ 191,659,938.20 |
| Net Toll Revenue (From above) | | | \$ 191,659,938.20 |
| Toll Violation Enforcement Revenue ¹ | | | \$ 1,740,973.55 |
| E-ZPass Service Fee | | | \$ 2,229,855.51 |
| Interest Income | | | \$ 2,723,882.41 |
| Other Income | | | <u>\$ 590,143.90</u> |
| 1. Total Revenue - 2022 | | | \$ 198,944,793.57 |
| 2. Operating Expenses - 2022 | | | <u>\$ 74,173,284.98</u> |
| 3. Net Revenue (Line 1 - Line 2) | | | \$ 124,771,508.59 |
| 4. Annual Debt Service ² | | | \$ 62,440,150.00 |
| 5. 130% of Annual Debt Service | | | \$ 81,172,195.00 |
| 6. Calculated Debt Service Coverage Ratio (Line 3 / Line 4) | | | 2.00 |
| 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 | | | |
| ² 2022 debt service includes the payment of scheduled principal and interest plus the October 17, 2022 optional redemption of \$12,175,000 principal amount of bonds and accrued interest thereon. | | | |

Table C-2: Projected Revenue and Expenditures for 2023

| District | Bridge | 2023 Volume | 2023 Revenue |
|---|-----------------------|-------------------|-------------------------|
| 1 | Trenton-Morrisville | 8,049,501 | \$ 25,784,457.30 |
| 1 | Scudder Falls | 7,526,343 | \$ 15,680,339.27 |
| 1 | New Hope-Lambertville | 1,637,945 | \$ 3,960,575.06 |
| 2 | Interstate 78 | 11,706,441 | \$ 85,270,723.94 |
| 2 | Easton-Phillipsburg | 5,614,414 | \$ 14,113,666.13 |
| 3 | Portland-Columbia | 1,286,590 | \$ 4,277,923.34 |
| 3 | Delaware Water Gap | 9,321,752 | \$ 44,778,894.53 |
| 3 | Milford-Montague | <u>1,188,944</u> | <u>\$ 2,343,944.43</u> |
| Total | | 46,331,930 | \$ 196,210,524.00 |
| Net Toll Revenue | | (From above) | \$ 196,210,524.00 |
| Toll Violation Enforcement Revenue ¹ | | | \$ 1,775,537.78 |
| E-ZPass Service Fee Estimate | | (2023 Budgeted) | \$ 2,231,000.00 |
| Interest Income | | (2023 Budgeted) | \$ 5,435,000.00 |
| Other Income | | (2023 Budgeted) | <u>\$ 305,000.00</u> |
| 1. Total Projected Revenue - 2023 | | | \$ 205,957,061.78 |
| 2. Operating Expenses | | (2023 Budgeted) | <u>\$ 88,844,659.00</u> |
| 3. Net Revenue | | (Line 1 - Line 2) | \$ 117,112,402.78 |
| 4. Annual Debt Service | | (2023 Budgeted) | \$ 42,153,819.00 |
| 5. 130% of Annual Debt Service | | | \$ 54,799,964.70 |
| 6. Calculated Debt Service Coverage Ratio | | (Line 3 / Line 4) | 2.78 |
| 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 | | | |