
2007 TRAFFIC ENGINEERING REPORT

Year 2008 Toll Bridge Traffic Volume And Revenue Projections



Delaware River
Joint Toll Bridge
Commission

Submitted to:

Delaware River Joint Toll Bridge Commission

Administration Building, 110 Wood Street
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January 25, 2008

COPY

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EXECUTIVE SUMMARY

Pennoni Associates Inc. (Pennoni) has been retained by the Delaware River Joint Toll Bridge Commission (Commission) to determine if the projected year 2008 revenues will be enough to satisfy the conditions of all current Bridge System Revenue Bonds, which require under Section 703 (b), paragraph 2 that the Commission will not issue any Additional Bonds constituting Long-Term Indebtedness unless (along with other things) the following is delivered to the Trustee:

A report of a Consultant to the effect that (i) the Net Revenues of the Commission during the preceding Fiscal Year were at least 130% of the Maximum Annual Debt Service on all Applicable Long-Term Indebtedness then Outstanding and on any Applicable Long-Term Indebtedness proposed to be issued (which report may assume any revisions of the Tolls which have been approved by the Commission subsequent to the beginning of such Fiscal Year were in effect for the entire Fiscal Year), and (ii) the Projected Debt Service Coverage Ratio is not less than 1.30.

Revenues for 2008 were projected by applying the current toll structure to the 2008 projected volumes for each vehicle type on the seven (7) toll bridges under the jurisdiction of the Commission.

The sum of year 2008 projected toll bridge revenues (\$89,864,433) under the current toll structure is high enough to satisfy Section 703 (b), paragraph 2 of current Bridge System Revenue Bonds. Table 16 lists the projected revenues and expenditures for the year 2008. Since there is a projected Debt Service Coverage Ratio of 1.90, the requirements of current Bridge System Revenue Bonds are projected to be met.

INTRODUCTION

Pennoni Associates Inc. (Pennoni) has been retained by the Delaware River Joint Toll Bridge Commission (Commission) to project traffic volumes by vehicle type on the seven (7) toll bridges for the year 2008. The seven (7) toll bridges and 13 toll-supported bridges under the jurisdiction of the Commission are listed below from south to north.

TOLL BRIDGES	TOLL-SUPPORTED BRIDGES
DISTRICT ONE	
Trenton–Morrisville (U.S. Route 1)	Lower Trenton
New Hope–Lambertville (U.S. Route 202)	Calhoun Street
	Scudder Falls (Interstate 95)
	Washington Crossing
	New Hope–Lambertville (Route 179)
	Centre Bridge–Stockton
	Lumberville–Raven Rock (Pedestrian Only)
DISTRICT TWO	
Interstate 78	Uhlerstown–Frenchtown
Easton–Phillipsburg (U.S. Route 22)	Upper Black Eddy–Milford
	Riegelsville
	Northampton Street
	Riverton–Belvidere
DISTRICT THREE	
Portland–Columbia	Portland Columbia (Pedestrian Only)
Delaware Water Gap (Interstate 80)	
Milford–Montague	

The purpose of the study is to determine if year 2008 projected toll revenues (under the current toll structure) will satisfy the requirements of current Bridge System Revenue Bonds, which require under Section 703 (b), paragraph 2 that the Commission will not issue any Additional Bonds constituting Long-Term Indebtedness unless (along with other things) the following is delivered to the Trustee:

A report of a Consultant to the effect that (i) the Net Revenues of the Commission during the preceding Fiscal Year were at least 130% of the Maximum Annual Debt Service on all Applicable Long-Term Indebtedness then Outstanding and on any Applicable Long-Term Indebtedness proposed to be issued (which report may assume any revisions of the Tolls which have been approved by the Commission subsequent to the beginning of such Fiscal Year were in effect for the entire Fiscal Year), and (ii) the Projected Debt Service Coverage Ratio is not less than 1.30.

Since there is a projected Debt Service Coverage Ratio of 1.90, the requirements of current Bridge System Revenue Bonds are projected to be met.

METHODOLOGY

To project traffic volumes on the toll bridges for the year 2008, we considered new development projects which could add traffic to the toll bridges, roadway construction projects which could divert motorists from their regular routes, and general background growth, based on historic traffic volume data crossing the bridges.

YEAR 2008 DEVELOPMENT PROJECTS

County planning/engineering offices for the eight (8) counties along the Delaware River within the study area (Bucks, Northampton, Monroe, and Pike counties in Pennsylvania and Mercer, Hunterdon, Warren, and Sussex counties in New Jersey) as well as staff from the Pennsylvania Department of Transportation (PENNDOT) and the New Jersey Department of Transportation (NJDOT) were contacted to learn of large developments which could have a major affect on toll bridge volumes during the year 2008. While several development projects are underway, only a few major projects are expected to open/expand/contract during the 2008 calendar year. For informational purposes, we have discussed major projects which may reach full buildout in the distant future but will likely not contribute any traffic during the year 2008.

District 1

In Mercer County, there are several small to medium sized developments at various stages of the approval process, but many are not near the Delaware River or Route 1. No specific increase in traffic at the Trenton-Morrisville Toll Bridge was assumed from Mercer County developments.

In Bucks County, a few residential developments totaling almost 1,100 units have been proposed in Bensalem Township during 2006 and 2007. The Matrix development in Lower Makefield and Middletown Townships underwent major redesign in 2006. The project will now be broken into two phases with the first phase consisting of 600 age qualified units of single family homes. The second phase will consist of 55,000 square feet of both office space and retail, and nothing will be occupied in 2008. We have not assumed any additional traffic crossing the Trenton-Morrisville Toll Bridge from these developments in 2008.

In Hunterdon County, there are no new major developments proposed in the area of the toll bridges.

District 2

The Sands Bethworks Casino is one of the five new stand alone casinos in Pennsylvania, and one of two outside of Philadelphia and Pittsburgh. The casino will be located at the former Bethlehem Steel plant in the City of Bethlehem and is expected to open in the spring of 2009. The casino will house 3,000 slot machines, a 300 room hotel, 200,000 square feet of retail space and a variety of dining and entertainment options. The property will also be home to the National Museum of Industrial History, an arts and cultural center, a 50,000 square foot multi-purpose event center, and the broadcast home of the local PBS affiliate.

An upscale retail lifestyle center of approximately 1.0 million square feet is being considered in Bethlehem on Route 33 and Freemansburg Road, but the project is in the process of DEP permitting. The project will not be completed in 2008.

Greenfield Industrial Park is a proposed 1,300,000 square foot warehouse located in Bethlehem which is currently under construction and is scheduled to open sometime in 2008. We have not assumed any changes in toll bridge traffic from this development.

Martin Tower in Bethlehem is proposed to consist of a 22-story condominium building with 800 units and retail (Phase 2) and 585 townhouses on the acreage surrounding the tower (Phase 1). Currently Phase 1 has been approved but no construction scheduled and is not expected to be completed by the end of 2008. Phase 2 has been put on hold indefinitely.

The Lehigh Valley Iron Pigs (Philadelphia Phillies AAA minor league team) formerly the Scranton Wilkes-Barre Red Barons, will be playing their first season in the newly constructed Coca-Cola Park located in Allentown. The new stadium will seat 8,100 people and is scheduled to open up April 11, 2008. While the Lehigh Valley Iron Pigs may draw Phillies fans from New Jersey, no major changes to travel patterns across the toll bridges are expected to occur in 2008.

No major developments are proposed in southern Warren County or northern Hunterdon County for 2008.

District 3

In Pike County, the Highland Village residential development is in the final stages of the approval process for the projects beginning phases. However minimal construction has taken place to date and nothing is expected to be occupied during 2008.

A residential development of approximately 770 housing units with miscellaneous retail is being considered in Dingman Township, but plans are in the preliminary design phase. The project will not be completed in 2008.

In Monroe County, Mount Airy Casino and Resort opened in October of 2007. The casino is built on the site of the former Mount Airy Lodge, which was the signature resort in the region for more than half a century. The resort will house approximately 3,000 slot machines, a 200 room hotel and a variety of dining and entertainment options.

The Delaware Water Gap Toll Bridge would be the most direct route for NJ residents to reach Mount Airy Resort. To be conservative, we have not assigned any additional growth to this bridge from a revenue standpoint. Trip Generation estimates for full casinos vary widely, and we do not have before and after data of trip generation for this type of establishment. In addition, comparison of volumes from November 2006 to November 2007 at the Delaware Water Gap indicate a reduction of approximately 14,000 passenger cars, indicating no impact from the grand opening of the casino.

No major developments are proposed in northern Warren County or Sussex County for 2008.

RECENT ROADWAY CONSTRUCTION PROJECTS

County planning/engineering offices and the departments of transportation were also asked about significant roadway construction projects near the bridges. In addition, the Delaware Valley Regional Planning Commission (DVRPC) Transportation Improvement Program (TIP) was also reviewed. Our findings are as follows:

Trenton-Morrisville (Route 1) Toll Bridge Rehabilitation Project

- ☑ The Trenton-Morrisville Toll Bridge will be rehabilitated, widened and improved. The construction schedule will be broken up into four (4) phases from 2007-2009. Phase I includes improvements on the northbound side of Route 1 and the new toll plaza area and is expected to continue until March 2008. Phase II includes improvements on the southbound side of Route 1 and is expected to take place from March 2008 to January 2009. Traffic impacts that will occur during Phases I and II are lane shifts, decreasing of lane widths, lane closures and lane restrictions. During the peak hours the bridge will have a minimum of two (2) lanes in each direction open. However during all other times the contractor has the option to close lanes in either or both directions.

Centre Bridge-Stockton Toll Supported Bridge Rehabilitation Project

- ☑ The Centre Bridge-Stockton Toll Supported Bridge had weekday bridge closures from January 2, 2007 to May 18, 2007. Review of passenger car volumes at the New Hope-Lambertville Toll Bridge and the Uhlerstown - Frenchtown Toll Supported Bridge indicated no significant change in volumes after rehabilitation was completed. Based on the five (5) ton weight limit on the Centre Bridge-Stockton Toll Supported Bridge (recently reduced from 20 tons) we did not assume any appreciable shift in two-axle vehicles to the New Hope-Lambertville Toll Bridge.

Riverton-Belvidere Toll Supported Bridge Rehabilitation Project

- ☑ The Riverton-Belvidere Toll Supported Bridge had partial week closures on Sundays through Tuesdays from September 28, 2006 to July 20 2007. Comparing January to July data from 2006 and 2007 indicated a reduction of approximately 240,000 passenger cars. At the Portland-Columbia Toll Bridge, January to July passenger car volumes increased by approximately 100,000 from 2006 to 2007, and at the Easton-Phillipsburg Toll Bridge January to July passenger car volumes were level from 2006 to 2007. We have applied reduction factors for passenger cars at the Portland Columbia Toll Bridge to project 2008 conditions similar to 2006.

Milford-Montague Toll Bridge Rehabilitation Project

- ☑ The Milford-Montague Toll Bridge will be rehabilitated to prevent major repairs for a 15 year period. The work included in the bridge improvements project is rehabilitating the bridge structure and approach roadways, possible replacement of the toll plaza and possible improvements to the signage. The construction is scheduled to take place from the summer of 2007 to winter of 2008. The bridge rehabilitation project will not impact the toll bridge volumes.

Interstate 78, New Jersey and Pennsylvania

- ☑ The I-78 Toll Bridge roadway within the DRJTBC jurisdiction in New Jersey will be rehabilitated. The roadway improvements will include rehabilitating the concrete roadway pavement, rehabilitation of the bridge decks and various highway feature upgrades along the corridor. The roadway improvements are scheduled to take place from October 2007 to October 2009. During the peak hours the roadway will have three (3) lanes in each direction open. However during all other times the contractor has the option to close lanes in either or both directions. Any diversions will likely go to the Easton-Phillipsburg Toll Bridge.
- ☑ In Greenwich, NJ the former weigh stations were replaced with new weigh stations and a new state police barracks, with construction being completed in 2006. We noted a shift of approximately 50,000 five axle trucks from the I-78 Toll Bridge to the Delaware Water Gap (I-80) in comparing 2006 and 2007 yearly volumes, which could in part be a result of the weigh stations and new state police facility.
- ☑ The I-78 Toll Bridge roadway within the DRJTBC Pennsylvania jurisdiction will be implementing open road tolling (ORT) within the vicinity of the toll plaza. The ORT will allow drivers to pass under a barrier-free electronic array without stopping or slowing down. Along with the ORT, the roadway within the DRJTBC Pennsylvania jurisdiction will be rehabilitated and restored. While construction will start in the summer of 2008, it will have minimal impact on traffic while the new eastbound lanes are constructed.

Bucks County, Pennsylvania

- ☑ The Pennsylvania Turnpike will have an interchange with I-95 in Bristol. The project is in preliminary phases of construction and is not expected to impact any traffic patterns in 2008.
- ☑ In Montgomery, Doylestown and Warrington Townships, US Route 202 from Horsham Road to SR 611 is being widened. The construction schedule will be broken up into four (4) phases from 2007-2010. However the distance of the project to the New Hope - Lambertville Toll Bridge is not anticipated to impact the toll bridge volumes.

Mercer County, New Jersey

- ☑ Resurfacing of Interstate 295 from Route 130 to Route 29/I-195 Interchange will begin in early 2008. The resurfacing will take place during the overnight off peak periods and is not anticipated to alter traffic volumes in 2008.
- ☑ Bridge Boulevard, formerly known as New Warren Street, will be relocated north of Route 1 to provide land for redevelopment and improve traffic operations for the downtown area. This project is not anticipated to alter traffic volumes on the Trenton–Morrisville Toll Bridge in 2008.
- ☑ Route 29 will be relocated north of Route 1 to provide land for redevelopment and improve traffic operations for the downtown area. This project is not anticipated to alter traffic volumes on the Trenton–Morrisville Toll Bridge in 2008.

Warren and Sussex Counties, New Jersey

- ☑ Resurfacing of Interstate 80 from Knowlton Road to Ledgewood Avenue will begin in early 2008. The resurfacing will take place during the overnight off peak periods and is not anticipated to alter traffic volumes in 2008.

In reviewing the Lehigh Valley Transportation Improvement Program (TIP) as well as the DVRPC TIP for Pennsylvania and New Jersey, there are no major construction projects planned in other areas that are projected to have significant effects on volumes or patterns near the bridges.

HISTORICAL TRAFFIC VOLUMES

The Commission provided historical traffic volume information for the 11 vehicular toll-supported bridges and the seven (7) toll bridges. For the purpose of this study, volumes and toll revenue data from the years 2002 to 2007 were used.

Monthly traffic volume data for the toll-supported bridges is summarized on a yearly basis from 2002 to 2007, as listed in Tables 1 through 6. Where volume data was not available, traffic volumes were estimated and are shown in italics. No vehicle classification was provided, but most toll-supported bridges (with the exception on the Scudder Falls Bridge and the Upper Black Eddy-Milford Bridge) have weight restrictions prohibiting large trucks.

The Scudder Falls Toll Supported Bridge carries approximately 19-20 million vehicles per year, which converts to an average annual daily traffic volume (AADT) of approximately 55,000 vehicles. Since traffic is higher on weekdays, the average weekday traffic volume (AWDT) is approximately 58,000 vehicles. Volumes on the Scudder Falls Bridge have remained constant for several years. The Northampton Street and Calhoun Street Toll Supported Bridges carry approximately 6.7-8.5 million vehicles per year, and the Lower Trenton and New Hope-Lambertville Toll Supported Bridges carry approximately 4.5 – 6.5 million vehicles per year. While the Calhoun Street Toll Supported Bridge has always carried more traffic than the Lower Trenton Toll Supported Bridge, the gap is narrowing, with a difference of approximately 700,000 vehicles over the past few years, down from over 2 million cars in 2001. We note that construction on the New Hope-Lambertville Toll Supported Bridge closed this bridge for weekdays in the early part of 2004, reducing the yearly volume to approximately 3.7 million vehicles. The remaining toll-supported bridges carry from 1.1 to 2.7 million vehicles per year.

At the toll supported bridges, there were minor fluctuations in volumes year to year on most bridges, with the five (5) year trend generally less than three (3) percent per year. Of exception are the Uhlerstown-Frenchtown, Riegelsville, and New Hope-Lambertville Toll Supported Bridges. We note that volumes at Uhlerstown-Frenchtown have remained consistent for the past three (3) years, while volumes at Riegelsville during 2004 are similar to those from 2003. The Lower Trenton Toll Supported Bridge realized the greatest yearly changes from 2002 to 2003 due to the toll increase, and again saw a large change from 2003 to 2004 due to the toll decrease. More vehicles gradually returned to the Trenton-Morrisville (Route 1) Toll Bridge from the Lower Trenton Toll Supported Bridge during 2005 and 2006, but shifted back to the Lower Trenton Toll Supported Bridge during 2007 from the construction at the Trenton-Morrisville Toll Bridge.

The Riegelsville Toll Supported Bridge has remained essentially unchanged from 2000 to 2002, and then had approximately 300,000 - 400,000 fewer vehicles from 2003 through 2006. Conversely, the Lower Trenton Toll Supported Bridge had a spike of 500,000 vehicles in traffic during 2002 and a higher spike of 1,000,000 vehicles in 2003. Volumes have reduced by approximately 500,000 from 2003 to 2006, and then increased by approximately 700,000 in 2007, due to the construction on the Trenton-Morrisville Toll Bridge. We assume that vehicles diverting from the Trenton-Morrisville Toll Bridge after the toll increase account for the 2003 increase. Floods during April 2005 closed several smaller toll supported bridges for a period of just four (4) days, but the Washington Crossing Toll Supported Bridge was closed for almost the entire month. Floods at the end of June 2006 closed several toll supported bridges for two (2) days.

Reviewing information from the seven (7) toll bridges under the jurisdiction of the Commission during 2007, we found the Trenton-Morrisville (US Route 1), I-78, Easton-Phillipsburg (US Route 22), and Delaware Water Gap (Interstate 80) Toll Bridges carry between 6.2 million and 10.3 million toll paying (westbound) vehicles per year. The remaining three (3) toll bridges carry between 1.3 million and 2.0 million toll paying (westbound) vehicles per year. These figures have remained consistent over the past few years, with the exception of the New Hope - Lambertville Toll Bridge, which saw a spike in passenger cars during 2004 from the construction on the New Hope - Lambertville Toll Supported Bridge.

The five (5) axle tractor-trailer continues to be the most common truck type, representing approximately 9.2 percent of vehicles crossing the seven (7) toll bridges during 2007, and estimated to comprise approximately 9.2 percent of vehicles during 2008 but generating approximately 58 percent of the 2008 toll revenue. Conversely, passenger cars represented approximately 87 percent of the vehicles on the seven toll bridges during 2008, and are projected to generate approximately 27 percent of the toll revenue during 2008. The volume figures have remained consistent for the past several years.

YEAR 2008 TRAFFIC VOLUME AND TOLL REVENUE PROJECTIONS

Based on the findings listed above, a growth or reduction factor was applied to 2007 data for each vehicle type on each toll bridge to project year 2008 volumes. Generally, recent one (1) year to three (3) year growth trends are considered, but the 2003 and 2004 calendar year volumes were mildly different. The November 30, 2002 toll increase caused passenger cars to divert from toll bridges to toll supported bridges that were nearby and convenient, and also caused some outright reductions in vehicles crossing the bridges. The October 31, 2003 rollback for passenger car tolls caused some vehicles to return to toll bridges, but generally not back to year 2002 volumes. In January 2004, the second phase of the truck toll increase was implemented. The August 2004 toll increase on the Pennsylvania Turnpike may have shifted some vehicles back to Commission Bridges, as an increase in five (5) axle trucks was observed on the Trenton-Morrisville Toll Bridge. This was the first appreciable increase in this truck class, after a decline of several years. Flooding caused many smaller toll supported bridges to close for approximately 2-4 days in September 2004 and June/July 2006 but it is doubtful that this had any major impact on toll revenues. In May 2007 the Commission increased tolls for trucks 3-axles or larger.

Tables 7 through 13 illustrate actual traffic volumes for the seven (7) toll bridges for the years 2002 through 2007, as well as the projected year 2008 volumes. The current toll structure was applied to the projected 2008 volumes to determine the projected year 2008 revenue for each toll bridge.

The E-ZPass electronic toll collection system provides a discount over cash paying customers. For passenger cars, casual E-ZPass customers will pay \$0.60, a 20% discount over the cash rate of \$0.75. Frequent or commuter E-ZPass users that have 20 or more crossings in a 35-calendar day period will pay \$0.45, a 40% discount over the cash fare. The sum of commuter E-ZPass transactions was provided for the seven (7) toll bridges. Based on E-ZPass penetration rates at each toll bridge and the number of total commuter E-ZPass transactions, we were able to estimate the number of cash paying passenger cars, casual E-ZPass passenger cars, and commuting E-ZPass passenger cars at each of the seven (7) toll bridges.

For trucks, there are different E-ZPass fares for peak (6 AM – 9 PM) and off peak traffic. Review of hourly traffic during a typical week in 2006 (April 28 – May 4) provided the percentage of peak traffic as a percentage of daily traffic for each truck class on every toll bridge. Data provided by the Commission indicated the percentage of trucks that are using E-ZPass. From the week of hourly data, we were able to determine the peak/off-peak split of the E-ZPass users.

We combined the data of cash users and E-ZPass users, with specific percentages of peak/off peak activity for each vehicle class at each bridge to reach a weighted average toll. For example, the 2-axle trucks at the Trenton-Morrisville Bridge will have 28% cash users at \$5.00, 66.5% peak E-ZPass users at \$4.75, and 5.5% off peak E-ZPass users at \$4.25, for a weighted average toll of \$4.79. Special permit vehicles will maintain the same toll structure of \$0.40 per ton plus \$2.00 permit fee. For example, a truck weighing 80,000 pounds (40 tons) will pay \$18.00.

Table 14 compares the 2007 volumes and revenues for each bridge and maintenance district with the projected 2008 volumes. As indicated, overall toll traffic volumes are projected to remain at current levels, increasing by approximately 230,000 vehicles (+0.6%). This flat growth has been experienced at the other toll agencies. We note that the 2007 toll increase for trucks 3-axes or larger increased revenues for 2007, as more than seven (7) months had the higher tolls in effect. Despite the flat growth projected, 2008 revenues are projected to increase by approximately \$4.32 million (5.05%) over 2007, as the higher truck tolls will be in effect for the full year.

Table 15 is provided in response to (i) of Section 703 (b) paragraph 2 and provides 2008 Total Revenue, 2008 Operating Expenses, Net Revenue, Maximum Annual Debt Service, and 130% of the Maximum Annual Debt Service. All values were provided by the Commission. The requirement that the Net Revenue for the preceding fiscal year be at least 130% of the Maximum Annual Debt Service was met, as indicated in the Table.

Table 16 lists the 2008 projected toll revenues, and subtracts the projected operating expenses. The Net Revenue is then divided by Maximum Annual Debt Service to calculate a Projected Debt Service Coverage Ratio that is not less than 1.30. The Commission provided all the figures in Table 16, with the exception of the projected 2008 toll revenue. With a Projected Debt Service Coverage Ratio of 1.90, the requirements of all current Bridge System Revenue Bonds are projected to be met.



Table 1 - 2002 Toll Supported Bridge Volumes

Month	Lower Trenton	Calhoun Street	Scudder Falls	Washington Crossing	New Hope-Lambertville	Centre Bridge-Stockton	Uniontown-Frenchtown	Upper Black Eddy-Milford	Piegelsville	Northampton Street	Riverton-Baldyore	Total
January	422,632	<i>570,000</i>	1,634,452	210,867	<i>407,964</i>	<i>138,820</i>	109,044	114,577	<i>98,000</i>	521,534	138,185	4,366,075
February	403,337	550,118	<i>1,600,000</i>	202,382	390,721	136,917	110,329	111,759	114,524	492,374	133,792	4,246,253
March	446,647	627,666	1,728,297	229,953	450,134	157,828	125,882	125,501	128,852	587,766	152,078	4,760,604
April	452,673	644,922	1,771,019	221,147	461,011	172,334	131,898	134,870	133,794	606,097	158,947	4,888,712
May	479,282	680,667	1,843,132	229,836	<i>475,000</i>	189,728	144,873	142,265	146,304	592,278	167,489	5,090,854
June	464,348	667,952	1,773,441	219,264	582,326	190,475	144,825	143,387	142,702	644,126	163,345	5,136,191
July	480,658	577,995	1,808,070	219,531	520,047	198,011	154,365	146,093	139,251	675,027	167,113	5,086,161
August	478,503	612,892	1,832,166	209,626	471,821	196,508	150,228	142,675	132,691	685,509	165,992	5,078,611
September	445,405	631,593	1,890,000	207,791	439,880	180,385	136,675	133,009	126,207	632,404	157,203	4,980,552
October	474,414	592,290	1,832,669	216,606	457,922	182,021	139,073	132,591	130,454	658,191	163,677	4,979,908
November	437,558	557,654	1,970,312	<i>205,000</i>	478,915	166,275	127,521	125,452	119,243	633,977	147,772	4,969,679
December	530,991	632,131	<i>2,150,000</i>	<i>215,000</i>	470,157	<i>158,000</i>	114,477	120,815	<i>118,000</i>	732,026	150,492	5,392,089
Total	5,516,448	7,345,880	21,833,558	2,587,003	5,605,898	2,067,302	1,589,190	1,572,994	1,530,022	7,461,309	1,866,085	58,975,689

estimated figures due to adjustments shown in *italics*
 adjusted figures due to counter malfunction rounded



Table 2 - 2003 Toll Supported Bridge Volumes

Month	Lower Trenton	Calhoun Street	Scudder Falls	Washington Crossing	New Hope-Lambertville	Centre Bridge-Stockton	Uniontown-Frenchtown	Upper Black Eddy-Milford	Piegelsville	Northampton Street	Riverton-Baldyore	Total
January	564,310	<i>550,000</i>	1,599,968	196,664	429,548	157,104	<i>117,000</i>	<i>100,000</i>	<i>79,000</i>	974,041	143,833	4,911,468
February	443,845	521,260	1,356,222	164,661	377,167	122,798	95,028	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	<i>564,018</i>	<i>650,000</i>	1,803,229	221,906	514,736	189,238	138,952	144,159	105,264	722,607	179,714	5,233,823
June	551,801	<i>611,738</i>	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	<i>203,903</i>	152,565	<i>148,691</i>	105,971	721,007	185,300	5,330,165
August	<i>569,290</i>	626,182	1,797,945	223,958	527,067	195,991	147,191	145,387	103,158	<i>720,548</i>	<i>176,188</i>	5,232,905
September	547,070	596,817	1,725,191	219,640	482,969	178,125	133,080	136,146	94,722	<i>691,376</i>	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	4,688,825
Total	6,522,174	7,234,336	20,482,074	2,544,878	5,806,922	2,088,050	1,546,014	1,567,454	1,152,919	8,527,665	1,971,130	59,443,616

estimated figures due to adjustments shown in *italics*
 adjusted figures due to counter malfunction rounded



Table 3 - 2004 Toll Supported Bridge Volumes

Month	Lower Trenton	Calhoun Street	Scudder Falls	Washington Crossing	New Hope-Lambertville	Centre Bridge-Stockton	Uniontown-Frenchtown	Upper Black Eddy-Milford	Piegelsville	Northampton Street	Riverton-Baldyore	Total
January	495,049	545,773	1,558,639	215,643	131,272	158,320	104,599	112,951	89,299	647,096	139,963	4,198,604
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	5,024,626
September	<i>547,070</i>	<i>534,777</i>	1,789,294	199,741	390,205	166,567	125,187	133,017	89,810	634,981	160,925	4,771,574
October	<i>573,398</i>	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	<i>515,313</i>	556,841	1,740,078	190,649	409,346	159,500	116,295	127,600	92,094	675,077	153,783	4,736,576
December	<i>480,000</i>	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	6,334,047	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	56,898,967

estimated figures due to adjustments shown in *italics*
 adjusted figures due to counter malfunction rounded



Table 4 - 2005 Toll Supported Bridge Volumes

Month	Lower Trenton	Calhoun Street	Scudder Falls	Washington Crossing	New Hope-Lambertville	Centre Bridge-Stockton	Upperstown-Frenchtown	Upper Black Eddy-Milford	Piegelsville	Northampton Street	Riverton-Baldyore	Total
January	453,991	520,094	1,566,950	175,523	369,422	130,496	98,147	115,312	85,589	615,480	136,364	4,267,368
February	436,839	506,071	1,521,736	167,777	359,028	126,870	95,552	109,768	82,146	599,385	135,497	4,140,669
March	<i>543,079</i>	580,142	1,766,709	192,763	405,788	148,274	113,344	126,969	94,544	692,465	155,279	4,819,356
April	<i>532,424</i>	527,249	1,131,518	21,035	385,277	145,725	103,752	116,299	99,691	591,668	147,988	3,802,626
May	<i>548,806</i>	604,119	1,877,850	183,915	441,442	182,304	128,463	137,669	114,644	716,255	167,351	5,102,818
June	<i>537,692</i>	601,724	1,858,574	198,817	436,210	182,171	127,998	132,171	116,004	710,299	165,285	5,066,945
July	<i>533,218</i>	599,309	1,786,565	202,953	427,856	188,107	138,408	135,112	114,466	700,001	170,799	4,996,794
August	<i>510,000</i>	598,063	1,858,505	201,975	437,261	180,094	134,231	131,779	110,654	741,908	162,021	5,066,491
September	482,514	558,116	1,662,649	202,075	417,298	160,857	125,248	125,340	103,239	690,890	160,440	4,688,666
October	504,022	560,559	1,745,874	200,667	439,579	<i>172,000</i>	125,108	124,343	104,940	710,506	166,786	4,854,384
November	472,857	541,370	1,654,746	186,307	417,122	145,307	116,073	116,732	99,694	678,235	159,536	4,587,979
December	480,984	558,001	1,673,429	177,476	414,259	128,022	106,302	112,082	101,868	697,971	155,725	<i>4,606,119</i>
Total	6,036,426	6,754,817	20,105,105	2,111,283	4,950,542	1,890,227	1,412,626	1,483,576	1,227,479	8,145,063	1,883,071	56,000,215

estimated figures due to adjustments shown in *italics*
 adjusted figures due to counter malfunction rounded



Table 5 - 2006 Toll Supported Bridge Volumes

Month	Lower Trenton	Calhoun Street	Scudder Falls	Washington Crossing	New Hope-Lambertville	Centre Bridge-Stockton	Uniersdown-Frenchtown	Upper Black Eddy-Milford	Piegelsville	Northampton Street	Riverton-Baldyore	Total
January	481,349	542,134	1,647,638	180,403	392,376	113,462	106,700	109,085	97,553	692,038	156,259	4,518,997
February	460,026	506,035	1,512,963	162,729	329,479	114,662	96,112	101,386	90,141	657,336	144,571	4,175,440
March	523,914	581,075	1,776,740	191,241	429,947	145,430	116,468	118,054	105,674	743,968	167,761	4,900,272
April	504,442	559,811	1,734,750	195,203	444,336	154,511	120,327	121,299	107,097	739,970	164,243	4,845,989
May	527,000	581,547	1,826,526	212,848	464,451	169,518	130,353	135,000	111,162	753,909	173,749	5,086,063
June	512,623	600,000	1,788,813	205,000	450,000	165,000	128,000	111,000	106,000	691,000	173,000	4,930,436
July	506,000	558,000	1,700,000	200,000	445,000	159,000	115,000	141,000	104,618	670,000	163,480	4,762,098
August	522,121	570,908	1,826,859	212,444	458,066	159,240	115,004	145,038	105,974	703,761	162,924	4,982,339
September	507,037	539,572	1,687,969	208,244	432,513	149,144	119,096	116,836	101,082	676,601	156,138	4,694,232
October	522,611	562,501	1,511,747	224,156	445,294	156,057	123,489	120,092	104,976	713,693	122,807	4,607,423
November	491,981	529,549	1,703,521	193,677	409,206	148,027	110,682	109,788	100,046	679,434	130,358	4,606,269
December	507,939	546,301	1,710,279	194,945	437,619	149,662	113,254	113,532	105,741	721,389	155,793	4,756,454
Total	6,067,043	6,677,433	20,427,805	2,380,890	5,138,287	1,783,713	1,394,485	1,442,110	1,240,064	8,443,099	1,871,083	56,866,012

estimated figures due to adjustments shown in *italics*

adjusted figures due to counter malfunction rounded

June July figures represent adjusted volumes without closures due to flooding



Table 6 - 2007 Toll Supported Bridge Volumes

Month	Lower Trenton	Calhoun Street	Scudder Falls	Washington Crossing	New Hope-Lambertville	Centre Bridge-Stockton	Unersdown-Frenchtown	Upper Black Eddy-Milford	Piegelsville	Northampton Street	Riverton-Belvidere	Total
January	524,204	542,687	1,685,485	192,444	419,839	41,725	109,786	105,158	96,816	693,543	118,486	4,530,173
February	469,357	473,726	1,500,683	171,680	367,118	37,041	93,879	91,227	85,694	605,955	102,020	3,998,380
March	563,583	565,893	1,757,094	200,232	441,053	42,871	112,786	110,080	100,047	719,066	122,695	4,735,400
April	552,445	553,288	1,753,484	199,323	440,986	52,777	116,939	111,931	104,787	725,886	124,217	4,736,063
May	610,088	605,582	1,907,911	228,224	485,112	-	135,253	125,821	114,212	757,722	152,232	5,122,157
June	588,576	597,164	1,873,937	219,692	459,198	144,609	129,958	121,992	110,936	716,876	140,936	5,103,874
July	585,804	594,745	1,840,925	214,810	469,964	156,410	134,273	128,239	111,487	703,747	140,140	5,080,544
August	607,531	606,545	1,899,467	215,831	473,885	153,788	131,437	128,664	110,141	718,414	150,648	5,196,351
September	560,732	550,187	1,757,370	209,360	449,773	151,546	124,988	122,259	104,853	679,051	145,880	4,855,999
October	604,763	581,938	1,895,727	231,077	464,487	148,710	125,436	121,808	109,742	714,884	153,385	5,151,957
November	568,910	535,795	1,769,634	208,935	426,255	132,809	108,631	111,020	102,463	686,364	137,410	4,788,226
December	553,963	550,136	1,685,119	208,741	420,918	125,165	102,058	105,890	100,357	669,354	127,623	4,649,324
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*

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 7: Trenton-Morrisville Toll Bridge Volume and Revenue Projections

class	2002 volume	2003 volume	2004 volume	2005 volume	2006 volume	2007 volume	2008 volume (projected)	factor from 2007 to 2008
1a - passenger car - cash	4,545,539							
1b - passenger car - token	2,034,702							
1c - E-Zpass passenger cars (December 2002)	141,903							
1 - passenger car		5,771,654	6,281,830	6,588,111	6,805,085	6,396,032	6,428,012	1.005
2 - 2-axle truck	168,564	145,020	159,655	172,109	181,550	176,380	174,616	0.990
3 - 3-axle truck	66,800	60,411	71,473	74,247	78,038	83,143	83,974	1.010
4 - 4-axle truck	63,157	47,223	50,275	55,136	58,329	61,861	62,480	1.010
5 - 5-axle truck	279,071	165,579	169,038	185,618	194,518	178,566	174,995	0.980
6 - 6-axle truck	2,350	1,404	1,594	1,876	1,769	1,494	1,479	0.990
8 - special permit *	277	61	-	-	-	-	-	
7 - 7-axle truck	119	122	146	132	136	38	38	1.000
total toll	7,302,482	6,191,474	6,734,011	7,077,229	7,319,425	6,897,514	6,925,594	

* Special Permit vehicles were classified differently after 2003

class	toll	2008 volume (projected)	2008 revenue
1 - passenger car	\$ 0.67	6,428,012	\$ 4,279,397.42
2 - 2-axle truck	\$ 4.79	174,616	\$ 836,808.76
3 - 3-axle truck	\$ 9.23	83,974	\$ 774,813.62
4 - 4-axle truck	\$ 12.40	62,480	\$ 774,938.69
5 - 5-axle truck	\$ 15.34	174,995	\$ 2,684,031.63
6 - 6-axle truck	\$ 18.54	1,479	\$ 27,424.86
8 - special permit	varies	0	\$ 0.00
7 - 7-axle truck	\$ 21.63	38	\$ 821.83
Totals		6,925,594	\$ 9,378,236.81



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

class	2002 volume	2003 volume	2004 volume	2005 volume	2006 volume	2007 volume	2008 volume (projected)	factor from 2007 to 2008
1a - passenger car - cash	2,305,906							
1b - passenger car - token	926,094							
1c - E-Zpass passenger cars (December 2002)	44,048							
1 - passenger car		1,298,859	2,026,746	1,700,215	1,720,641	1,894,591	1,932,483	1.020
2 - 2-axle truck	106,192	35,788	52,056	50,979	56,265	57,425	58,574	1.020
3 - 3-axle truck	63,141	20,198	24,171	26,248	31,139	28,569	28,283	0.990
4 - 4-axle truck	29,167	6,470	7,797	7,052	6,938	7,614	7,462	0.980
5 - 5-axle truck	72,739	24,372	27,141	26,682	26,910	28,473	29,042	1.020
6 - 6-axle truck	1,466	745	804	718	757	966	966	1.000
8 - special permit *	292	1	-	4	1	-	-	1.000
7 - 7-axle truck	32	34	67	48	52	48	48	1.000
total toll - two directional - 2002 and earlier one directional tolls - 2003 and later	3,671,196	1,386,467	2,138,782	1,811,946	1,842,703	2,017,686	2,056,858	

* Special Permit vehicles were classified differently after 2003

** 2004 auto volumes higher than normal due to New Hope Lambertville Toll Supported Bridge Closures

class	toll	2008 volume (projected)	2008 revenue
1 - passenger car	\$ 0.65	1,932,483	\$ 1,265,748.60
2 - 2-axle truck	\$ 4.85	58,574	\$ 284,115.53
3 - 3-axle truck	\$ 9.29	28,283	\$ 262,870.59
4 - 4-axle truck	\$ 12.37	7,462	\$ 92,296.94
5 - 5-axle truck	\$ 15.51	29,042	\$ 450,532.89
6 - 6-axle truck	\$ 18.67	966	\$ 18,037.74
8 - special permit	varies	0	\$ 42.00
7 - 7-axle truck	\$ 21.78	48	\$ 1,045.41
Totals		2,056,858	\$ 2,374,689.70



Table 9: Interstate 78 Toll Bridge Volume and Revenue Projections

class	2002 volume	2003 volume	2004 volume	2005 volume	2006 volume	2007 volume	2008 volume (projected)	factor from 2007 to 2008
1a - passenger car - cash	4,490,818							
1b - passenger car - token	1,687,182							
1c - E-Zpass passenger cars (December 2002)	149,910							
1 - passenger car		6,518,607	6,974,743	7,226,070	7,605,954	7,821,489	8,017,026	1.025
2 - 2-axle truck	215,748	199,840	222,516	231,076	236,629	235,204	237,556	1.010
3 - 3-axle truck	98,022	102,434	93,683	99,176	104,217	106,916	109,054	1.020
4 - 4-axle truck	111,582	115,586	111,525	119,102	127,958	124,799	126,047	1.010
5 - 5-axle truck	1,883,403	1,891,300	1,946,024	1,922,988	1,943,206	1,877,951	1,877,951	1.000
6 - 6-axle truck	18,236	30,728	35,967	38,604	41,381	42,808	43,664	1.020
8 - special permit *	30,238	797	8	12	8	5	5	1.000
7 - 7-axle truck	794	1,113	1,379	1,420	1,485	1,127	1,127	1.000
total toll	8,685,933	8,860,405	9,385,845	9,638,448	10,060,838	10,210,299	10,412,430	

* Special Permit vehicles were classified differently after 2003

class	toll	2008 volume (projected)	2008 revenue
1 - passenger car	\$ 0.67	8,017,026	\$ 5,337,270.74
2 - 2-axle truck	\$ 4.80	237,556	\$ 1,140,711.84
3 - 3-axle truck	\$ 9.16	109,054	\$ 999,333.01
4 - 4-axle truck	\$ 12.17	126,047	\$ 1,533,756.28
5 - 5-axle truck	\$ 15.46	1,877,951	\$ 29,039,627.49
6 - 6-axle truck	\$ 18.47	43,664	\$ 806,464.88
8 - special permit	varies	5	\$ 422.90
7 - 7-axle truck	\$ 21.54	1,127	\$ 24,278.77
Totals		10,412,430	\$ 38,881,865.92



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

class	2002 volume	2003 volume	2004 volume	2005 volume	2006 volume	2007 volume	2008 volume (projected)	factor from 2007 to 2008
1a - passenger car - cash	2,891,347							
1b - passenger car - token	2,925,012							
1c - E-Zpass passenger cars (December 2002)	126,125							
1 - passenger car		5,004,027	5,551,047	5,690,754	5,702,051	5,742,513	5,771,226	1.005
2 - 2-axle truck	159,128	154,235	168,748	173,094	168,505	164,859	166,508	1.010
3 - 3-axle truck	75,508	62,981	60,320	64,105	64,531	59,599	59,599	1.000
4 - 4-axle truck	36,343	41,555	45,422	42,727	48,881	60,400	60,400	1.000
5 - 5-axle truck	323,098	259,050	263,362	263,496	250,482	210,038	220,540	1.050
6 - 6-axle truck	4,454	3,841	4,853	5,826	6,699	3,351	3,351	1.000
8 - special permit *	3,115	72	-	-	-	-	-	
10 - local bus								
11 - 7-axle truck	142	208	211	252	177	113	113	1.000
total toll vehicles		5,525,969	6,093,963	6,240,254	6,241,326	6,240,873	6,281,737	

* Special Permit vehicles were classified differently after 2003

class	toll	2008 volume (projected)	2008 revenue
1 - passenger car	\$ 0.66	5,771,226	\$ 3,811,108.77
2 - 2-axle truck	\$ 4.82	166,508	\$ 802,433.69
3 - 3-axle truck	\$ 9.26	59,599	\$ 552,178.92
4 - 4-axle truck	\$ 12.33	60,400	\$ 744,569.83
5 - 5-axle truck	\$ 15.55	220,540	\$ 3,429,633.90
6 - 6-axle truck	\$ 18.62	3,351	\$ 62,406.28
8 - special permit	varies	0	\$ 0.00
7 - 7-axle truck	\$ 21.72	113	\$ 2,454.55
Totals		6,281,737	\$ 9,404,785.93



Table 11: Portland Columbia Toll Bridge Volume and Revenue Projections

class	2002 volume	2003 volume	2004 volume	2005 volume	2006 volume	2007 volume	2008 volume (projected)	factor from 2007 to 2008
1a - passenger car - cash	283,695							
1b - passenger car - token	761,168							
1c - E-Zpass passenger cars (December 2002)	32,380							
1 - passenger car		1,083,030	1,162,560	1,217,782	1,221,400	1,365,195	1,269,631	0.930
2 - 2-axle truck	25,287	27,528	28,720	29,958	30,743	30,772	31,080	1.010
3 - 3-axle truck	8,326	9,413	11,677	10,874	10,287	12,364	11,993	0.970
4 - 4-axle truck	5,839	5,795	6,149	6,780	8,645	7,980	8,140	1.020
5 - 5-axle truck	28,203	28,508	31,778	34,076	34,464	33,480	33,815	1.010
6 - 6-axle truck	191	226	453	705	589	475	475	1.000
8 - special permit *	74	9	-	-	-	-	-	
7 - 7-axle truck	4	6	14	12	13	9	9	1.000
total toll vehicles	1,145,167	1,154,515	1,241,351	1,300,187	1,306,141	1,450,275	1,355,143	

* Special Permit vehicles were classified differently after 2003

class	toll	2008 volume (projected)	2008 revenue
1 - passenger car	\$ 0.66	1,269,631	\$ 838,418.36
2 - 2-axle truck	\$ 4.83	31,080	\$ 150,103.04
3 - 3-axle truck	\$ 9.43	11,993	\$ 113,051.49
4 - 4-axle truck	\$ 12.34	8,140	\$ 100,409.64
5 - 5-axle truck	\$ 15.56	33,815	\$ 525,992.71
6 - 6-axle truck	\$ 18.72	475	\$ 8,891.12
8 - special permit	varies	0	\$ 0.00
7 - 7-axle truck	\$ 21.83	9	\$ 196.49
Totals		1,355,143	\$ 1,737,062.83



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

class	2002 volume	2003 volume	2004 volume	2005 volume	2006 volume	2007 volume	2008 volume (projected)	factor from 2007 to 2008
1a - passenger car - cash	4,533,423							
1b - passenger car - token	3,359,933							
1c - E-Zpass passenger cars (December 2002)	222,494							
1 - passenger car		8,066,666	8,488,847	8,493,107	8,590,643	8,501,039	8,501,039	1.000
2 - 2-axle truck	160,361	143,521	161,134	161,724	162,397	162,971	163,786	1.005
3 - 3-axle truck	87,938	87,427	93,075	95,818	95,676	96,380	96,862	1.005
4 - 4-axle truck	52,109	52,233	57,861	63,106	63,265	67,828	65,793	0.970
5 - 5-axle truck	1,166,886	1,108,058	1,128,514	1,120,941	1,124,054	1,175,507	1,181,385	1.005
6 - 6-axle truck	14,797	19,127	20,887	20,884	19,712	23,663	23,426	0.990
8 - special permit *	18,068	780	69	64	42	38	38	1.000
7 - 7-axle truck	353	992	1,346	1,246	1,376	1,104	1,104	1.000
total toll vehicles	9,616,362	9,478,804	9,951,733	9,956,890	10,057,165	10,028,530	10,033,433	

* Special Permit vehicles were classified differently after 2003

class	toll	2008 volume (projected)	2008 revenue
1 - passenger car	\$ 0.66	8,501,039	\$ 5,629,018.48
2 - 2-axle truck	\$ 4.81	163,786	\$ 788,121.85
3 - 3-axle truck	\$ 9.14	96,862	\$ 884,955.14
4 - 4-axle truck	\$ 12.14	65,793	\$ 798,707.22
5 - 5-axle truck	\$ 15.51	1,181,385	\$ 18,321,620.56
6 - 6-axle truck	\$ 18.47	23,426	\$ 432,641.20
8 - special permit	varies	38	\$ 2,419.85
7 - 7-axle truck	\$ 21.54	1,104	\$ 23,781.94
Totals		10,033,433	\$ 26,881,266.25



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

class	2002 volume	2003 volume	2004 volume	2005 volume	2006 volume	2007 volume	2008 volume (projected)	factor from 2007 to 2008
1a - passenger car - cash	522,139							
1b - passenger car - token	777,299							
1c - E-Zpass passenger cars (December 2002)	33,314							
1 - passenger car		1,231,491	1,311,848	1,300,872	1,303,872	1,310,047	1,316,597	1.005
2 - 2-axle truck	23,330	21,418	22,786	23,234	24,278	26,171	27,218	1.040
3 - 3-axle truck	5,583	5,139	5,328	5,244	5,228	4,545	4,568	1.005
4 - 4-axle truck	1,670	2,145	1,929	1,887	1,946	2,011	2,011	1.000
5 - 5-axle truck	12,737	10,626	10,495	10,014	9,380	8,921	8,832	0.990
6 - 6-axle truck	228	119	107	99	78	85	85	1.000
8 - special permit *	95	7	3	-	-	-	-	
7 - 7-axle truck	18	41	38	24	18	11	11	1.000
total toll	1,376,413	1,270,986	1,352,534	1,341,374	1,344,800	1,351,791	1,359,322	

* Special Permit vehicles were classified differently after 2003

class	toll	2008 volume (projected)	2008 revenue
1 - passenger car	\$ 0.66	1,316,597	\$ 867,072.71
2 - 2-axle truck	\$ 4.84	27,218	\$ 131,628.97
3 - 3-axle truck	\$ 9.43	4,568	\$ 43,096.64
4 - 4-axle truck	\$ 12.64	2,011	\$ 25,426.68
5 - 5-axle truck	\$ 15.56	8,832	\$ 137,456.97
6 - 6-axle truck	\$ 18.85	85	\$ 1,601.92
8 - special permit	varies	0	\$ 0.00
7 - 7-axle truck	\$ 21.98	11	\$ 241.81
Totals		1,359,322	\$ 1,206,525.70



Table 14: Volume and Revenue Comparison -- 2007 to 2008

Revenue Summary by Bridge/District		2007 Volumes	2007 Revenues	2008 Volume (Projected)	2008 Revenue (Projected)	Change in Actual vs. Projected Volume from 2007 to 2008		Change in Actual vs. Projected Revenue from 2007 to 2008	
						vehicles	percent	dollars	percent
District									
1	Trenton-Morrisville	6,897,514	\$ 9,120,392.99	6,925,594	\$ 9,378,236.81	28,080	0.41%	\$ 257,843.82	2.83%
1	New Hope-Lambertville	2,017,686	\$ 2,271,666.77	2,056,858	\$ 2,374,689.70	39,172	1.94%	\$ 103,022.93	4.54%
2	Interstate 78	10,210,299	\$ 36,641,467.16	10,412,430	\$ 38,881,865.92	202,131	1.98%	\$ 2,240,398.76	6.11%
2	Easton-Phillipsburg	6,240,873	\$ 8,916,600.57	6,281,737	\$ 9,404,785.93	40,864	0.65%	\$ 488,185.36	5.48%
3	Portland-Columbia	1,450,275	\$ 1,759,115.87	1,355,143	\$ 1,737,062.83	-95,132	-6.56%	\$ (22,053.04)	-1.25%
3	Delaware Water Gap	10,028,530	\$ 25,647,805.29	10,033,433	\$ 26,881,266.25	4,903	0.05%	\$ 1,233,460.96	4.81%
3	Milford-Montague	1,351,791	\$ 1,187,261.44	1,359,322	\$ 1,206,525.70	7,531	0.56%	\$ 19,264.26	1.62%
	Total	38,196,968	\$ 85,544,310.09	38,424,517	\$ 89,864,433.14	227,549	0.60%	\$ 4,320,123.05	5.05% *

* Revenues are projected to increase despite a flat growth rate since the large truck toll increase (effective May 19, 2007) will be experienced for the full 12 months



Table 15: Actual Revenue and Expenditures for 2007

District	Bridge	2007 Volume	2007 Revenue
1	Trenton-Morrisville	6,897,514	\$ 9,120,392.99
1	New Hope-Lambertville	2,017,686	\$ 2,271,666.77
2	Interstate 78	10,210,299	\$ 36,641,467.16
2	Easton-Phillipsburg	6,240,873	\$ 8,916,600.57
3	Portland-Columbia	1,450,275	\$ 1,759,115.87
3	Delaware Water Gap	10,028,530	\$ 25,647,805.29
3	Milford-Montague	<u>1,351,791</u>	<u>\$ 1,187,261.44</u>
	Total	38,196,968	\$ 85,544,310.09
	Total Toll Revenue	(From above)	\$ 85,544,310.09
	Interest Income	(Provided by Commission)	\$ 13,250,000.00
	Other Income	(Provided by Commission)	<u>\$ 366,565.00</u>
	1. Total Revenue - 2007		\$ 99,160,875.09
	2. Operating Expenses - 2007	(Provided by Commission)	<u>\$ 42,750,000.00</u>
	3. Net Revenue	(Line 1 - Line 2)	\$ 56,410,875.09
	4. Maximum Annual Debt Service	(Provided by Commission)	\$ 18,357,913.00
	5. 130% of Maximum Annual Debt Service		\$ 23,865,286.90
<p>Therefore, the requirement that the Net Revenue for the preceding fiscal year be greater than 130% of the Maximum Annual Debt Service has been met, satisfying the requirements of all current Bridge System Revenue Bonds, Section 703 (b), Paragraph 2 (i)</p>			



Table 16: Projected Revenue and Expenditures for 2008

Projected Revenue by Bridge/District		2008 Volume	2008 Revenue
1	Trenton-Morrisville	6,925,594	\$ 9,378,236.81
1	New Hope-Lambertville	2,056,858	\$ 2,374,689.70
2	Interstate 78	10,412,430	\$ 38,881,865.92
2	Easton-Phillipsburg	6,281,737	\$ 9,404,785.93
3	Portland-Columbia	1,355,143	\$ 1,737,062.83
3	Delaware Water Gap	10,033,433	\$ 26,881,266.25
3	Milford-Montague	<u>1,359,322</u>	<u>\$ 1,206,525.70</u>
Total		38,424,517	\$ 89,864,433.14
Total Toll Revenue		(From above)	\$ 89,864,433.14
Interest Income		(Provided by Commission)	\$ 16,600,000.00
Other Income		(Provided by Commission)	<u>\$ 265,000.00</u>
1. Total Projected Revenue - 2008			\$ 106,729,433.14
2. Operating Expenses - 2008		(Provided by Commission)	<u>\$ 46,656,000.00</u>
3. Net Revenue		(Line 1 - Line 2)	\$ 60,073,433.14
4. Maximum Annual Debt Service		(Provided by Commission)	<u>\$ 31,641,000.00</u>
5. Projected Debt Service Coverage Ratio		(Line 3 / Line 4)	1.90
<p>Therefore, the requirement that the Projected Debt Service Coverage Ratio be greater than 1.30 is met, satisfying the requirements of all current Bridge System Revenue Bonds Section 703(b), Paragraph 2 (ii).</p>			