

2012 TRAFFIC ENGINEERING REPORT

Year 2013 Toll Bridge Traffic Volume And Revenue Projections Retainer Agreement C-17-11



Delaware River
Joint Toll Bridge
Commission

Submitted to:

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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 2013 revenues will be sufficient to satisfy the conditions of the Commission's Current Bond Indenture, which requires under Section 501(a) the following:

Section 501(a) of the Commission's Bond Indenture states "The Commission covenants that at all times it will establish and maintain a schedule of tolls for vehicular traffic over the system, and will collect tolls, so that the Net Revenues in each fiscal year will at all times be at least sufficient to provide funds in an amount not less than (1) the greater of: (i) one hundred thirty percent (130%) of the Annual Debt Service for such fiscal year on account of all Applicable Long-Term Indebtedness then outstanding under the provisions of this Indenture, or (ii) one hundred percent (100%) of the Maximum Annual Debt Service on all Applicable Long-Term Indebtedness, plus (A) the amount of required transfers from the Revenue Fund to the credit of the Reserve Maintenance Fund pursuant to the Annual Capital Budget, and (B) an amount sufficient to restore any deficiency in the Debt Service Reserve Fund within an eighteen (18) month period; plus (2) the amount of any Short-Term Indebtedness outstanding pursuant to Section 703(a)(2); plus (3) the amount of Net Revenues in excess of the sum of the amounts set forth in clauses (1) and (2), together with Other Revenues pledged to the payment of Subordinated Indebtedness, shall be sufficient to pay the Annual Debt Service for any Subordinated Indebtedness."

Anticipated revenues for 2013 were calculated by applying the current toll structure to the projected 2013 volumes for each vehicle type on the seven (7) toll bridges under the jurisdiction of the Commission.

Table 22 lists the projected revenues and expenditures for the year 2013. The sum of year 2013 projected toll bridge revenues is \$118,940,555.77, the Net Revenue is \$70,080,491.77, and the Annual Debt Service is \$32,036,296.00. Comparing the Net Revenue to the Annual Debt Service, the Net Revenue is 219% of the Annual Debt Service (Debt Service Coverage Ratio of 2.19), which satisfies the requirements of the Commission's Bond Indenture Section 501(a)(1).



INTRODUCTION

Pennoni Associates Inc. (Pennoni) has been retained by the Delaware River Joint Toll Bridge Commission (Commission) to project traffic volumes by vehicle type on the seven (7) toll bridges for the year 2013. The seven (7) toll bridges and 13 toll supported bridges under the jurisdiction of the Commission are listed below from south to north.

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

The purpose of the study is to determine if the year 2013 projected toll revenues will be sufficient to satisfy the conditions of the Commission's current Bond Indenture, which requires under Section 501(a) the following:

Section 501(a) of the Commission's Bond Indenture states "The Commission covenants that at all times it will establish and maintain a schedule of tolls for vehicular traffic over the system, and will collect tolls, so that the Net Revenues in each fiscal year will at all times be at least sufficient to provide funds in an amount not less than (1) the greater of: (i) one hundred thirty percent (130%) of the Annual Debt Service for such fiscal year on account of all Applicable Long-Term Indebtedness then outstanding under the provisions of this Indenture, or (ii) one hundred percent (100%) of the Maximum Annual Debt Service on all Applicable Long-Term Indebtedness, plus (A) the amount of required transfers from the Revenue Fund to the credit of the Reserve Maintenance Fund pursuant to the Annual Capital Budget, and (B) an amount sufficient to restore any deficiency in the Debt Service Reserve fund within an eighteen (18) month period; plus (2) the amount of any Short-Term Indebtedness outstanding pursuant to Section 703(a)(2); plus (3) the amount of Net Revenues in excess of the sum of the amounts set forth in clauses (1) and (2), together with Other Revenues pledged to the payment of

Subordinated Indebtedness, shall be sufficient to pay the Annual Debt Service for any subordinated indebtedness.”

The year 2013 projected Net Revenue is 219% of the Annual Debt Service (Debt Service Coverage Ratio of 2.19), which satisfies the requirements of the Commission’s Bond Indenture Section 501(a)(1).

METHODOLOGY

To project traffic volumes on the toll bridges for the year 2013, the following were considered: new development projects that could add traffic to the toll bridges, roadway construction projects that could divert motorists from their regular routes, and general background growth based on historic traffic volume data crossing the bridges.

YEAR 2013 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) were contacted to learn of large developments which could have a major effect on toll bridge volumes during the year 2013. While several development projects are underway, only a few major projects are expected to open/expand/contract during the 2013 calendar year. For informational purposes, we have discussed major projects which may reach full build-out in the distant future but will likely not contribute any traffic during the year 2013.

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

In Bucks County, there are no new major developments proposed for 2013 in the area of the New Hope-Lambertville bridge.

In Mercer County, Pennrose Properties will start construction on a 204-unit low-income housing development in the spring of 2013 but is not expected to impact traffic volumes in 2013.

The Opus Group will expand its Mercer Corporate Center development by 100,000 square feet, which may have a slight impact on the Trenton-Morrisville bridge but is not expected to significantly increase traffic.

The expansion of the Quakerbridge Mall is proceeding on a slower schedule and is not expected to impact traffic volumes in 2013.

In southern Hunterdon, New Jersey, there are no new major developments proposed for 2013 in the area of the New Hope-Lambertville Toll Bridge.

District 2 (I-78, Easton-Phillipsburg)

An 8,500 seat multi-purpose arena at the intersection of 7th and Hamilton Streets in Allentown, Pennsylvania is expected to be completed by September 2014. The arena will house the Lehigh



Valley Phantoms ice hockey team. The development is not expected to impact river crossing volumes until construction is completed; thus, no additional traffic crossing the toll bridges was considered.

The Sands Casino, which opened a 300 room hotel in May 2011, has been granted an expansion of their games area by 20%. This expansion is not expected to impact traffic volumes in 2013.

Sycamore Landing is a proposed residential development consisting of 247 units to be located on Route 22 near the Phillipsburg Mall in Phillipsburg, Warren County, New Jersey. No construction has begun as of early 2013, and construction is not expected to be completed in 2013. As such, no additional traffic crossing the toll bridges was considered.

No major developments are proposed in northern Hunterdon County for 2013.

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

In Pike County, the Highland Village residential development (approximately 5,300 units) is currently on hold. No impact to traffic volumes was considered.

No major developments are proposed in Monroe County, Pennsylvania or Sussex County, New Jersey for 2013.

RECENT ROADWAY CONSTRUCTION PROJECTS

Pennoni coordinated with the Commission, County planning/engineering offices, and the Departments of Transportation to identify significant roadway construction projects near the bridges. In addition, the Pennsylvania Department of Transportation (PennDOT) Transportation Improvement Program (TIP) and New Jersey TIP were also reviewed. Our findings are as follows:

2012 Roadway Construction Projects

- ☑ The Riverton-Belvidere Toll Supported Bridge Water Street Improvement Project was initiated in September 2012 and was completed by October 31st, 2012. The project involved single lane restrictions and alternate side closures on Water Street. Based on the distance to alternative crossings and the volume to capacity ratio on the bridge, traffic diversions were minimal and as such, no adjustments were made.
- ☑ The Interstate 78 PA Approach Paving Improvement Project began in September 2012 and will be completed in the spring of 2013. There are no detours required but lane closures were implemented starting in September 2012 and extending through the winter of 2013. Single lane closures will be implemented as necessary with an additional travel lane being closed during overnight periods. Based on the volume to capacity ratio on the bridge, traffic diversions will be minimal and as such, no adjustments were made.
- ☑ The Broad Street Viaduct leading to the Easton-Phillipsburg Toll Bridge was repaired from August 29th through September of 2012. The project did not involve lane closures. Limited duration traffic slow-downs were conducted along Route 22 westbound for a one-hour period. Traffic diversions were minimal and as such, no adjustments were made.



- ☑ Lighting fixtures were repaired on the Delaware Water Gap (Interstate 80) Toll Bridge on September 24 through September 26, 2012. The left lanes were closed in both directions during the mid-day hours. Traffic diversions were minimal and as such, no adjustments were made.
- ☑ The New Hope-Lambertville Toll Supported Bridge was closed during the overnight hours of December 12th and 13th, 2012 to allow installation of a new overhead weight-limit sign on the bridge's New Hope side. Traffic diversions were minimal and as such, no adjustments were made.
- ☑ The bridge replacement of S.R. 2030 (Foxtown Hill Road) over S.R. 2028 (Broad Street) will continue through 2013. In December 2010, the replacement of S.R. 2030 (Foxtown Hill Road) over S.R. 2028 (Broad Street) commenced in Smithfield Township, approximately one half mile from the Delaware Water Gap (I-80) Toll Bridge. S.R. 2030 (Foxtown Hill Road) serves as the ramp for I-80 Exit 310. During construction, traffic is expected to access the Delaware Water Gap (I-80) Toll Bridge from Exit 309 with a limited amount of traffic diverting to the Portland-Columbia Toll Bridge. Construction started in December 2010 and is anticipated to be completed in October 2013. There are currently lane restrictions on Foxtown Hill Road but no closures/detours. As such, no adjustments were made.
- ☑ The rehabilitation of the S.R. 0611 (E. Riverside Drive) Bridge over Bushkill Creek in Easton, PA is located near the intersection of S.R. 0611 and Route 22. The Easton-Phillipsburg Toll Bridge carries Route 22 over the Delaware River. Vehicles detoured during construction could utilize local roadways to access Route 22 and the Easton-Phillipsburg Toll Bridge. As such, no adjustments are made.
- ☑ The rehabilitation of the S.R. 0006 (Grand Army of the Republic Highway) Bridge over Sawkill Creek is located approximately two miles west of the Milford-Montague Toll Bridge. Traffic accessing the Milford-Montague Toll Bridge was not diverted or detoured. As such, no adjustments were made.
- ☑ S.R. 2001 is undergoing a full reconstruction between the unincorporated communities of Bushkill, in southern Pike County and Dingmans Ferry, near the privately owned and tolled Dingmans Ferry Bridge. The roughly 13.6 mile reconstruction will take place through 2020. No traffic is expected to be diverted from the Delaware Water Gap or the Milford-Montague Toll Bridges.
- ☑ The Pennsylvania Turnpike is constructing a new interchange on I-95 in Bristol. The project is in the preliminary phases of construction, with Phase 1 construction anticipated to be completed in 2014. Phase 1 of construction is not thought to have impacted any traffic patterns in 2012.
- ☑ The Delaware Road Bridge over the Delaware Canal will be replaced. During construction, a temporary structure will carry vehicles over the Delaware Canal. As such, no adjustments were made.
- ☑ The South Broad Street Bridge over Assunpink Creek in Trenton, New Jersey will be updated to a modern structure from its current stone arch structure. Detours for this construction may divert eastbound traffic from the Lower Trenton Toll Supported Bridge to the Trenton - Morrisville Toll Bridge. Construction started in 2012. Due to the availability of adjacent routes, no adjustments were made.

2012 Travel Alerts

- ☑ Lighter than normal traffic volumes were observed on all bridges from October 29th through November 4th due to Hurricane Sandy. *It is estimated that the bridges lost a total of 192,682 vehicles during this period.*
- ☑ The Trenton-Morrisville Toll Bridge was shut down in the Route 1 southbound direction from 11:15 am to 1:00 pm on February 16, 2012 due to an accident. *It is estimated that 2,150 vehicles were diverted during this closure.*
- ☑ Several road closures were implemented in Trenton on Saturday November 10, 2012 for a half-marathon. All access roads for the Lower Trenton Toll Supported Bridge were closed from 7:45 am until 9:30 am. All access roads for the Calhoun Street Bridge were closed from 7:45 am until 10:45 am. *It is estimated that 4,100 passenger cars were diverted to the Trenton-Morrisville toll bridge during this closure.*
- ☑ The Lumberville-Raven Rock Toll Supported bridge was closed on October 29th due to the shutdown of the Bulls Island State Park on the New Jersey side during Hurricane Sandy. The bridge is a pedestrian bridge and therefore no adjustments were made.

2013 Roadway Construction Projects

- ☑ The Easton-Philipsburg Toll Bridge Rehabilitation Project is anticipated to start in June of 2013 and extend 21 months to February 2015. Traffic impacts are expected due to planned lane closures. Vehicular traffic will be limited to one-lane in each direction during various construction phases. Local detours will be necessary during some periods in the City of Easton, where some entry and exits for Route 22 will undergo work as part of this project. It is anticipated that traffic-related impacts will be limited to 15 months of the 21 month duration. *During 2013, a total of 634,688 vehicles are expected to be diverted from the Easton-Phillipsburg bridge; 423,319 will be diverted to the I-78 bridge, and the remainder will use the Northampton Street bridge.*
- ☑ The New Hope-Lambertville Toll Bridge PA & NJ Approach Roadways Repaving and NJ Route 29 Overpass Bearing Seat and Bridge Paving Project is anticipated to start in June of 2013 and will continue to November 2013. There will be a two (2) week detour of the Route 202 Southbound traffic onto the adjacent Lower York Road. This should not have a significant impact on traffic volumes in 2013.
- ☑ The Interstate 78 PA Approach Paving Improvement Project began in September 2012 and will be completed in the Spring of 2013. There are no detours required but lane closures were implemented starting in September 2012 and extending through the Spring of 2013. Single lane closures will be implemented as necessary with an additional travel lane being closed during overnight periods. This project is not expected to impact any traffic patterns in 2013.
- ☑ The section of I-84 between S.R. 0006 and the New York state border is being rehabilitated and repaved. This project is unlikely to divert vehicles to the Delaware Water Gap (I-80) Toll Bridge or the Milford-Montague Toll Bridge. This project is not expected to impact any traffic patterns in 2013.
- ☑ The Pennsylvania Turnpike work on a new interchange on I-95 in Bristol, as mentioned earlier, is in the preliminary phases of construction, with Phase 1 construction anticipated to be completed in 2014. Phase 1 of construction is not expected to impact any traffic patterns in 2013.
- ☑ S.R. 2001 is undergoing a full reconstruction between the unincorporated communities of Bushkill, in southern Pike County and Dingmans Ferry, near the privately owned and tolled



Dingmans Ferry Bridge. The roughly 13.6 mile reconstruction will take place through 2020. No traffic is expected to be diverted from the Delaware Water Gap or the Milford-Montague Toll Bridges.

- ☑ The Bushkill Creek bridge rehabilitation project is located approximately four miles northwest of the Easton Phillipsburg bridge and six miles northwest of the I-78 bridge. Construction is expected to begin in 2013. The previous bridge has been out of commission since 2011; thus, construction is not expected to impact any traffic patterns in 2013.
- ☑ Freemansburg Avenue over Route 33 in Northampton County, Bethlehem Township, is being reconstructed. The project site is approximately 5 miles from the Easton-Phillipsburg and I-78 bridges. Estimated project start date has yet to be determined. Thus, the project is not expected to impact traffic patterns in 2013.
- ☑ The rehabilitation of the S.R. 0006 (Grand Army of the Republic Highway) Bridge over Sawkill Creek is located approximately two miles west of the Milford-Montague Toll Bridge. Traffic accessing the Milford-Montague Toll Bridge is not expected to be diverted or detoured.
- ☑ Route 31 is undergoing pavement resurfacing from South of Rt. 78 to North of CR 634. The project, approximately 11 miles from the Easton-Phillipsburg and I-78 bridges, is not expected to impact traffic patterns in 2013.
- ☑ The nine mile-long Route 202 Parkway is under construction between Route 63 in Montgomery Township and Route 611 in Doylestown Township. This construction zone is approximately 11 miles west of the New Hope-Lambertville bridge and is not expected to impact bridge traffic patterns in 2013.

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 2007 to 2012 were used.

Traffic volume data for the toll supported bridges is summarized on a monthly basis from 2007 to 2012, 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 data was provided, but most toll supported bridges (with the exception on the Scudder Falls Bridge and the Upper Black Eddy-Milford Bridge) have weight restrictions prohibiting large trucks.

The Scudder Falls Toll Supported Bridge carries approximately 21 million vehicles per year, which converts to an average annual daily traffic volume (AADT) of approximately 57,000 vehicles. Volumes on the Scudder Falls Bridge have remained constant for several years. The Lower Trenton, Calhoun Street, New Hope-Lambertville and Northampton Street Toll Supported Bridges generally carry approximately 4 - 8 million vehicles per year. The remaining toll supported bridges generally carry from 1.2 to 2.6 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 a four (4) percent increase or decrease per year.

Reviewing information from the seven (7) toll bridges under the jurisdiction of the Commission during 2012, we found that the Delaware Water Gap (Interstate 80) and Interstate 78 Toll Bridges carry the largest traffic volumes (9.1 and 11.0 million toll paying westbound vehicles per year, respectively). Easton-Phillipsburg and Trenton-Morrisville (US Route 1) carry 5.3 and 7.9 million toll paying (westbound) vehicles per year, respectively. The remaining three (3) toll bridges carry between 1.2 million and 1.9 million toll paying (westbound) vehicles per year. These figures have remained fairly consistent over the past few years, with yearly variances in growth and decline in traffic averaging between 5% and 8%. Unadjusted traffic volume data for the toll bridges is summarized from 2007 to 2012 by vehicular class, and is listed in Tables 7 through 12.

The passenger vehicles represented approximately 87 percent of the vehicles on the seven (7) toll bridges during 2012. The five (5) axle tractor-trailer continues to be the most common truck type, representing approximately 8.8 percent of vehicles crossing the seven (7) toll bridges during 2012. Two (2) axle trucks represent the next largest portion of trucks at 2.2 percent. The auto / tractor trailer volume percentages have remained consistent for the past several years.

YEAR 2013 TRAFFIC VOLUME AND TOLL REVENUE PROJECTIONS

In developing traffic projections, adjustments were applied to raw traffic data to account for significant decreases or increases in traffic volumes attributable to events such as drastic weather patterns or construction detours. A total of four adjustments were applied to 2012 traffic volumes. In late October and early November of 2012, Hurricane Sandy caused a significant drop in toll traffic. Daily traffic volumes declined greater than forty percent (40%) during the last week of October and greater than twenty percent (20%) during the first week in November. It is estimated that the bridges lost a total of 192,682 vehicles during this period. The year 2012 was a leap year. An estimated total 96,129 vehicles were observed in the westbound direction on February 29, 2012 on all toll bridges. The volumes were adjusted to reflect February data without this additional day. February volumes for the Trenton-Morrisville Toll Bridge were adjusted by 2,150 vehicles to reflect a brief shutdown in the Route 1 southbound direction on February 16, 2012 due to an accident. The November volumes for the Trenton-Morrisville Toll Bridge were also adjusted to reflect a diversion of 4,100 passenger cars from the Lower Trenton Toll Supported Bridge and the Calhoun Street Bridge during road closures implemented for a half-marathon.

Tables 13 through 19 summarize five (5) year traffic volumes for the seven (7) toll bridges for the years 2007 through 2012. The five (5) year trends are illustrated graphically in Figures 13A/B to 19A/B. Any adjustments due to construction projects or significant weather effects are accounted for in 2010, 2011 and 2012 traffic volumes in order to accurately illustrate growth trends. Review of the data indicates a 0.4% decrease in traffic volumes system wide from 2011 to 2012. Passenger cars decreased by 0.7%, accounting for several adjustments to 2012 volumes. All trucks increased by 1.6% system wide.

Upon review of the traffic data from 2007 to 2012, the volumes on all District Three bridges and the Easton-Phillipsburg Toll Bridge reached a low point in 2012. The Trenton-Morrisville, New Hope-Lambertville, and Interstate 78 bridges reached a low point in 2008. The volumes on the Trenton-Morrisville and Interstate 78 Toll Bridges have been growing steadily since 2008. The volumes on the New Hope-Lambertville toll bridge have been declining since 2009.

Based on the findings listed above, a growth or reduction factor was applied to adjusted 2012 traffic volumes for each vehicle type on each toll bridge to project the year 2013 volumes. The growth factors that were used to project 2012 traffic volumes to 2013 traffic volumes for each vehicle type at each bridge are shown in Tables 13 through 19. Vehicles with significantly small sample sizes were projected to remain flat. Passenger car volumes are projected to increase by 0.17% system wide from 2012 to 2013 and overall truck volumes are projected to increase by 1.33%. These growth factors reflect adjusted 2012 traffic volumes.

During 2013, one construction project is expected to divert motorists from their usual route. The Easton-Phillipsburg Toll Bridge Replacement Project is expected to reduce Westbound bridge volumes by 634,688 vehicles with 423,319 diverted to the I-78 Bridge and the remainder using the Northampton Street Bridge. The 2013 volume projections reflect an adjustment for this project.

The following toll structures were applied to the projected 2013 volumes to determine the projected year 2013 revenue for each toll bridge:

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

Frequent or commuter E-ZPass passenger car users that have 20 or more crossings in a 35-calendar day period receive a 40% discount over the cash / casual E-ZPass fare. For trucks, the off peak traffic (9 PM – 6 AM) receives a 10% discount over the cash fare. We calculated a weighted average toll rate for each vehicle class specific to each bridge using total toll revenue and total volumes. Tables 13 through 19 show the weighted average toll rates utilized for each vehicle type on each bridge.

Table 20 compares the unadjusted 2012 volumes and revenues for each bridge and maintenance district with the projected 2013 volumes and revenues. As indicated, overall toll traffic volumes are projected remain flat increasing by just 4,703 vehicles (0.01%). Revenues are projected to increase by approximately \$1,391,134.32 (1.22%). The growth in overall toll traffic volumes does not reflect adjustments made to year 2012 traffic volumes and is intended to show the anticipated measured increase from 2012 to 2013.

Table 21 is provided in response to Section 501(a)(1) of the Commission's Bond Indenture and provides Total Revenue, Operating Expenses, Net Revenue and Annual Debt Service for 2012. The requirement that the Net Revenue for the preceding fiscal year be at least 130% of the Annual Debt Service (Debt Service Coverage Ratio of 1.30) was met.

Table 22 lists the projected revenues and expenditures for the year 2013. The sum of year 2013 projected toll bridge revenues is \$118,940,555.77, the Net Revenue is \$70,080,491.77, and the Annual Debt Service is \$32,036,296.00. Comparing the Net Revenue to the Annual Debt



Service, the Net Revenue is 219% of the Annual Debt Service (Debt Service Coverage Ratio of 2.19), which satisfies the requirements of the Commission's Bond Indenture Section 501(a)(1).

Table 23 provides a comparison for revenues, expenditures, and Debt Service Coverage Ratios for the 2012 projected volumes (from the 2011 Traffic Engineering Report), the actual 2012 unadjusted volumes, and the 2013 projected volumes.



Table 1 - 2007 Toll Supported Bridge Volumes

Month	Lower Trenton	Calhoun Street	Scudder Falls	Washington Crossing	New Hope-Lambertville	Centre Stockton	Uniontown	Upper Black Eddy-Milford	Riegelsville	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	1,763,484	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	103,742	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 2 - 2008 Toll Supported Bridge Volumes

Month	Lower Trenton	Calhoun Street	Scudder Falls	Washington Crossing	New Hope-Lambertville	Centre Bridge-Stockton	Uniontown	Upper Black Eddy-Milford	Regelesville	Northampton Street	Riverton-Belvidere	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	1,757,169	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	116,558	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	4,988,865
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	4,936,215
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	4,697,267
Total	6,726,150	6,742,933	21,321,390	2,593,982	5,122,435	1,618,164	1,401,665	1,262,697	1,227,108	7,869,191	1,732,702	57,618,416

Estimated figures due to adjustments shown in italics 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 3 - 2009 Toll Supported Bridge Volumes

Month	Lower Trenton	Calhoun Street	Scudder Falls	Washington Crossing	New Hope-Lambertville	Centre Bridge-Stockton	Uhlertown-Frenchtown	Upper Black Eddy-Milford	Regelesville	Northampton Street	Riverton-Belvidere	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	119,268	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	1,734,852	218,537	448,893	142,686	140,607	123,648	113,477	661,319	160,559	4,913,468
August	574,407	572,997	1,812,943	207,522	448,977	160,092	133,636	122,459	110,022	682,176	152,663	4,977,894
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	588,089	1,796,426	216,949	432,672	137,538	126,932	116,117	107,958	642,662	154,067	4,858,466
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	4,684,856
Total	6,615,922	6,703,922	20,840,594	2,516,586	4,897,198	1,674,055	1,434,619	1,332,822	1,181,285	7,871,852	1,760,905	56,829,760

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



Table 4 - 2010 Toll Supported Bridge Volumes

Month	Lower Trenton	Calhoun Street	Scudder Falls	Washington Crossing ⁵	New Hope-Lambertville	Centre Bridge-Stockton	Ulenstown-Frenchtown	Upper Black Eddy-Milford	Riegelsville	Northampton Street	Riverton-Beverly	Total
January	505,216	525,777	1,622,222	193,667	386,056	121,208	108,185	67,832	100,602	628,261	132,997	4,392,023
February	420,113	442,974	1,322,783	151,557	315,160	93,665	86,271	80,974	82,136	546,184	111,426	3,653,243
March	540,038	559,360	1,784,640	208,013	420,393	134,889	122,100	107,565	106,859	677,653	149,459	4,810,969
April	545,730	545,724	1,787,227	215,526	434,548	151,596	127,780	111,332	111,965	635,633	153,757	4,820,818
May	643,378	438,223	1,848,946	228,829	464,086	165,562	139,825	124,231	111,742	676,601	161,399	5,002,822
June	808,530	-	1,896,540	230,280	460,795	158,409	136,229	123,778	110,293	658,975	160,369	4,744,198
July	809,276	-	1,858,277	221,809	470,331	167,510	144,780	126,866	112,437	668,408	162,045	4,741,739
August	792,494	-	1,953,898	54,554	498,091	165,966	140,583	123,130	109,481	662,140	155,544	4,655,881
September	718,152	-	1,864,598	-	473,995	158,501	134,987	123,972	83,554	622,533	149,984	4,330,276
October	547,704	463,826	1,854,118	219,395	460,605	157,605	134,242	132,048	61,668	622,346	159,386	4,812,943
November	500,631	454,447	1,757,295	203,246	419,620	141,121	119,611	120,105	53,808	609,965	125,704	4,505,553
December	493,716	463,059	1,688,561	185,136	416,133	135,155	113,551	111,340	80,255	654,390	127,888	4,469,184
Total	7,324,978	3,893,390	21,239,105	2,112,012	5,219,813	1,751,187	1,508,144	1,353,173	1,124,800	7,663,089	1,749,958	54,939,649

NOTES:

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

¹ Calhoun Street TSB closed from 5-24-10 to 9-24-10 for rehabilitation under Contract No. TS-442A. Counters not in service.

² Washington Crossing TSB closed from 8-9-10 to 9-24-10 for rehabilitation under Contract No. TS-447B. Counters not in service.

³ 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.

⁴ Northampton Street TSB counter down 12-22-10 to 12-31-10. Data interpolated.

⁵ Washington Crossing TSB counter down 12-1-10 to 12-22-10. 2009 data interpolated and decreased by 1%.



Table 5 - 2011 Toll Supported Bridge Volumes

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

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

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



Table 6 - 2012 Toll Supported Bridge Volumes

Month	Lower Merion ¹	Calhoun Street ²	Scudder Falls ³	Washington Crossing ⁴	New Hope-Lambertville ^{5,6,7,8,9}	Centre Bridge-Stockton ¹⁰	Uniersown ¹¹	Upper Black Eddy-Milford ¹²	Regelesville ¹³	Northampton Street ¹⁴	Riverton-Belvidere ¹⁵	Total
January	474,869	481,371	1,698,191	197,694	394,433	126,775	111,245	97,224	92,591	597,256	120,915	4,392,563
February	466,263	457,680	1,662,240	192,157	385,348	123,173	108,228	91,759	89,500	585,264	121,751	4,283,363
March	516,832	528,184	1,831,777	216,154	427,093	143,301	124,544	106,824	101,660	653,300	137,245	4,786,914
April	495,441	508,970	1,813,583	219,137	429,274	146,949	121,262	109,151	102,018	632,293	133,459	4,711,537
May	522,724	540,787	1,898,727	244,175	463,196	161,320	134,237	107,648	107,894	650,028	140,796	4,971,532
June	506,054	524,078	1,862,440	232,752	468,811	163,758	134,921	115,864	103,819	632,505	139,470	4,884,472
July	491,709	540,339	1,818,435	225,167	471,801	165,525	140,495	126,131	107,111	627,771	137,895	4,852,379
August	507,063	540,075	1,875,634	232,334	468,335	161,490	138,014	113,500	106,828	636,225	138,704	4,918,202
September	474,731	507,868	1,733,390	216,314	442,148	153,166	126,419	114,732	100,500	599,845	132,486	4,601,598
October	480,782	504,980	1,887,184	212,749	452,091	155,271	121,641	105,970	106,614	602,558	127,438	4,757,277
November	460,145	485,239	1,747,797	192,580	411,466	123,136	106,928	95,158	96,435	573,668	121,990	4,414,541
December	473,303	504,348	1,698,904	196,179	430,050	133,045	111,300	92,102	100,365	587,114	124,520	4,451,230
Total	5,869,917	6,123,919	21,528,302	2,577,392	5,244,046	1,756,909	1,479,234	1,276,062	1,215,335	7,377,827	1,576,669	56,025,610

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 7 - 2007 Toll Bridge Volumes

Month	Trenton-Morrisville	New Hope-Lambertville	Interstate 78	Easton-Phillipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Milford-Montague	Total
Passenger Car	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 8 - 2008 Toll Bridge Volumes

Month	Trenton-Morrisville	New Hope-Lambertville	Interstate 78	Easton-Phillipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Milford-Montague	Total
Passenger Car	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

Estimated figures due to adjustments shown in italics 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 9 - 2009 Toll Bridge Volumes

Month	Trenton-Morrisville	New Hope-Lambertville	Interstate 76	Easton-Phillipsburg	Portland-Columbia	Delaware Water Gap (I-80)	Milford-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	2,425	255	20,928	93	70,799
7-axle truck	27	42	1,195	61	45	736	8	2,114
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 10 - 2010 Toll Bridge Volumes

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



Table 11 - 2011 Toll Bridge Volumes

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



Table 12 - 2012 Toll Bridge Volumes

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



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

class	2007 volume	2008 volume	2009 volume	2010 adjusted volume ¹	2011 adjusted volume ²	2012 adjusted volume ³	factor from 2012 to 2013	2013 base volume (projected)
1 - passenger car	6,396,032	6,107,545	6,295,506	6,722,960.87	7,329,845	7,439,507	1.023	7,610,616
2 - 2-axle truck	176,380	175,125	168,865	195,288.15	200,852	202,662	1.022	207,121
3 - 3-axle truck	83,143	85,360	65,994	73,742	69,941	64,835	0.950	61,594
4 - 4-axle truck	61,861	65,417	49,557	58,340	57,456	59,646	1.002	59,765
5 - 5-axle truck	178,566	171,432	144,868	163,309	186,318	182,898	1.028	188,019
6 - 6-axle truck	1,493	1,776	1,531	1,719	1,352	1,966	1.050	2,065
7 - 7-axle truck	39	33	27	31	50	35	1.000	35
8 - special permit	-	-	-	-	-	-	-	-
total toll vehicles	6,897,514	6,606,688	6,726,348	7,215,390	7,845,814	7,951,550	1.022	8,129,215

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

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

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

class	2012 Unadjusted Volume	2012 net revenue	2012 average toll rate	2013 total volume (projected)	2013 revenue
1 - passenger car	7,423,733	\$ 7,216,967.60	\$ 0.97	7,610,616	\$ 7,398,645.55
2 - 2-axle truck	202,073	\$ 1,305,442.45	\$ 6.46	207,121	\$ 1,338,053.80
3 - 3-axle truck	64,620	\$ 770,745.75	\$ 11.93	61,594	\$ 734,653.57
4 - 4-axle truck	59,455	\$ 936,048.00	\$ 15.74	59,765	\$ 940,928.58
5 - 5-axle truck	182,376	\$ 3,584,928.00	\$ 19.66	188,019	\$ 3,695,851.31
6 - 6-axle truck	1,958	\$ 46,104.00	\$ 23.55	2,065	\$ 48,623.47
7 - 7-axle truck	35	\$ 986.40	\$ 28.18	35	\$ 986.40
8 - special permit	0	\$ -	Varies	0	\$ -
Totals				8,129,215	\$14,157,742.67

Figure 13A: Trenton-Morrisville TB Toll Vehicles

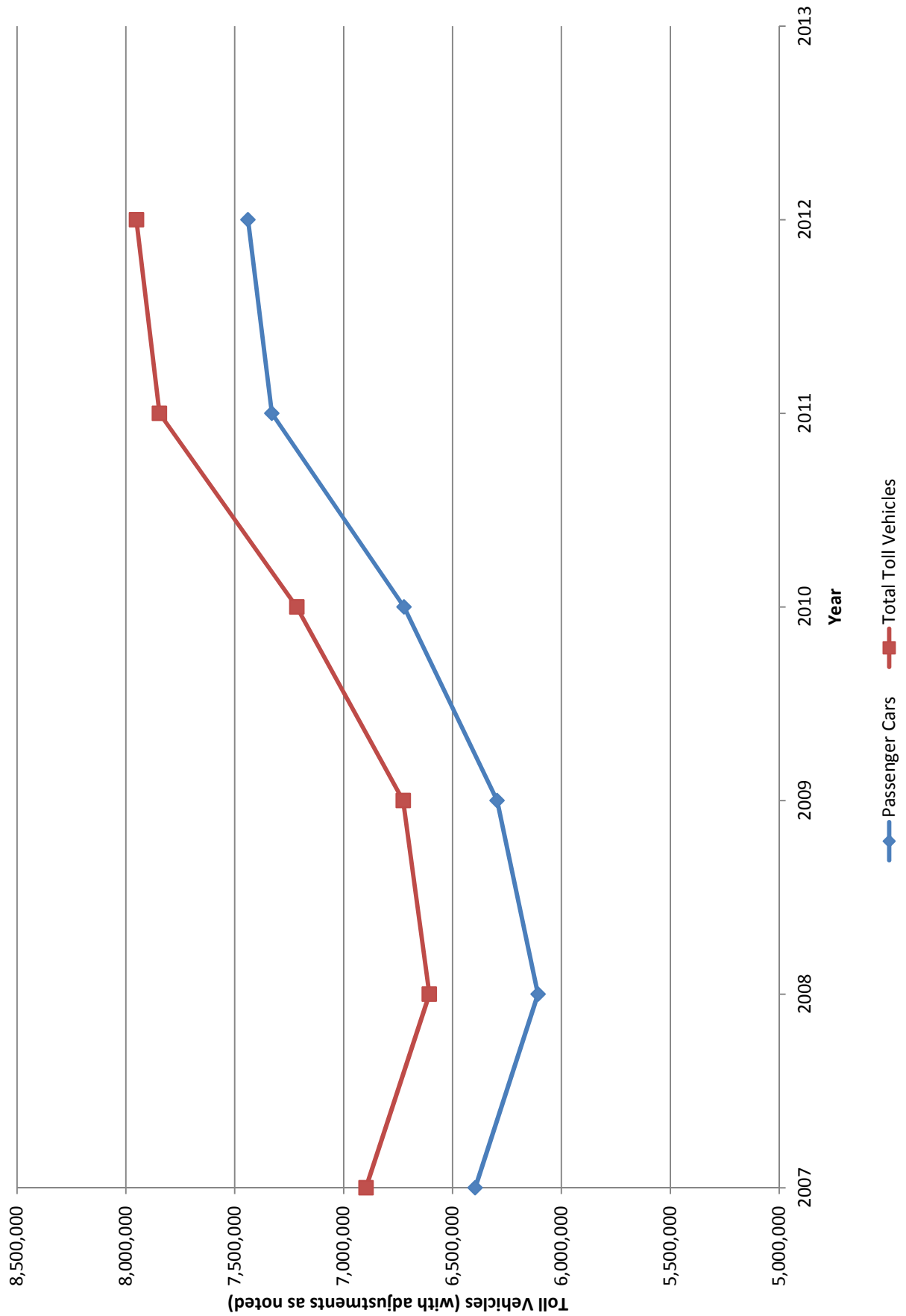


Figure 13B: Trenton-Morrisville TB Toll Trucks

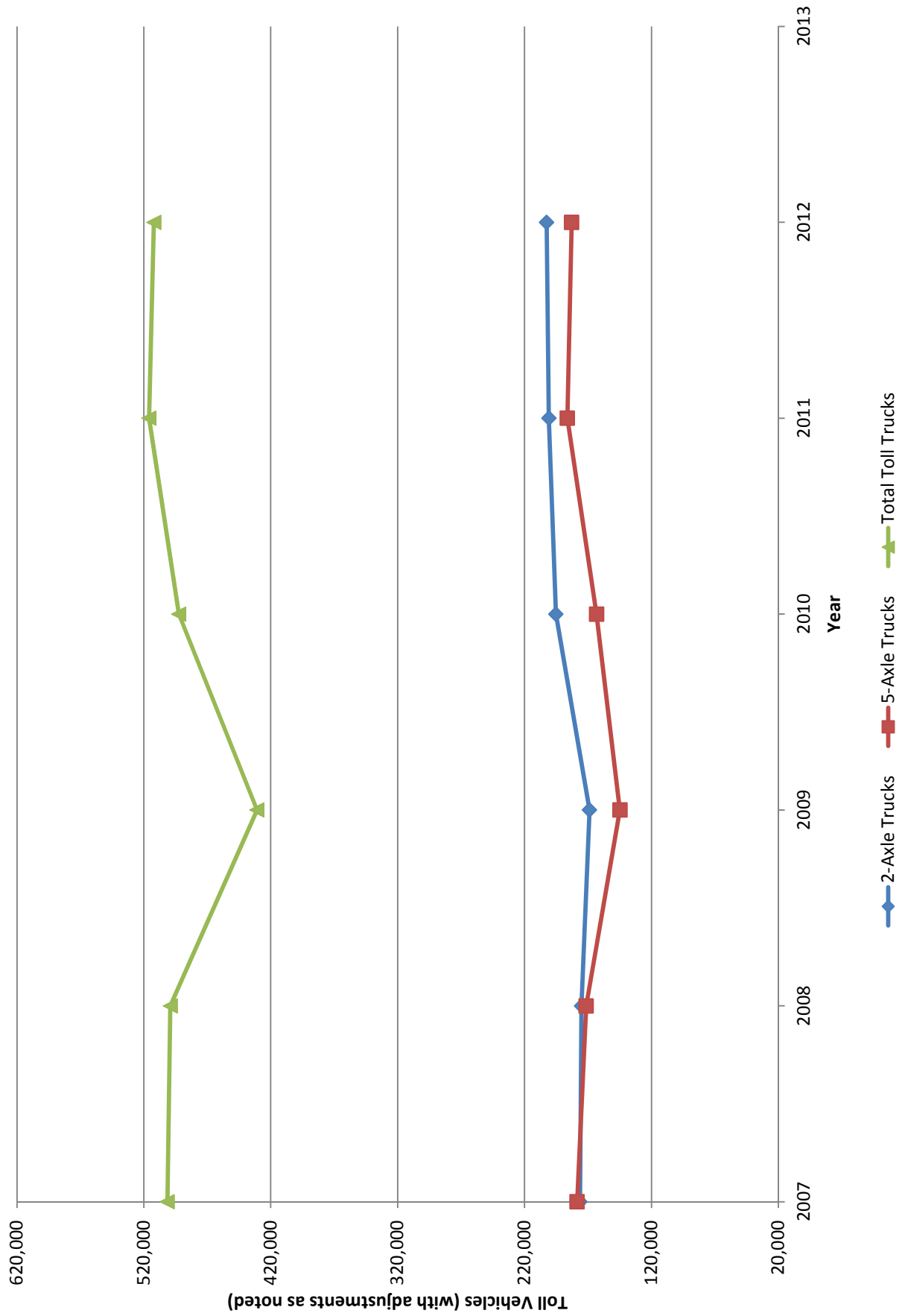




Table 14: New Hope-Lambertville Toll Bridge Volume and Revenue Projections

class	2007 volume	2008 volume	2009 volume	2010 adjusted volume ¹	2011 adjusted volume ²	2012 adjusted volume ³	factor from 2012 to 2013	2013 base volume (projected)
1 - passenger car	1,894,591	1,758,949	1,853,211	1,845,550	1,821,172	1,777,779	0.981	1,744,002
2 - 2-axle truck	57,425	55,234	57,087	55,749	57,188	56,489	1.000	56,489
3 - 3-axle truck	28,569	24,051	19,705	19,758	18,868	18,535	0.980	18,164
4 - 4-axle truck	7,614	6,669	5,645	7,374	7,830	8,299	1.050	8,714
5 - 5-axle truck	28,473	25,391	25,843	25,922	26,671	28,646	1.003	28,732
6 - 6-axle truck	964	749	540	608	649	551	1.000	551
7 - 7-axle truck	50	23	42	45	42	47	1.000	47
8 - special permit	-	1	-	-	-	-	1.000	-
total toll vehicles	2,017,686	1,871,067	1,962,073	1,955,004	1,932,421	1,890,347	0.982	1,856,699

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

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

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

class	2012 Unadjusted Volume	2012 net revenue	2012 average toll rate	2013 total volume (projected)	2013 revenue
1 - passenger car	1,772,789	\$ 1,705,762.80	0.96	1,744,002	\$ 1,678,064.19
2 - 2-axle truck	56,313	\$ 364,378.95	6.47	56,489	\$ 365,517.78
3 - 3-axle truck	18,497	\$ 220,405.20	11.92	18,164	\$ 216,437.26
4 - 4-axle truck	8,279	\$ 128,947.20	15.58	8,714	\$ 135,722.42
5 - 5-axle truck	28,552	\$ 561,898.00	19.68	28,732	\$ 565,440.37
6 - 6-axle truck	549	\$ 13,078.40	23.82	551	\$ 13,126.04
7 - 7-axle truck	47	\$ 1,362.40	28.99	47	\$ 1,362.40
8 - special permit	0	\$ -	Varies	0	\$ -
Totals				1,856,699	\$ 2,975,670.46

Figure 14A: New Hope-Lambertville TB Toll Vehicles

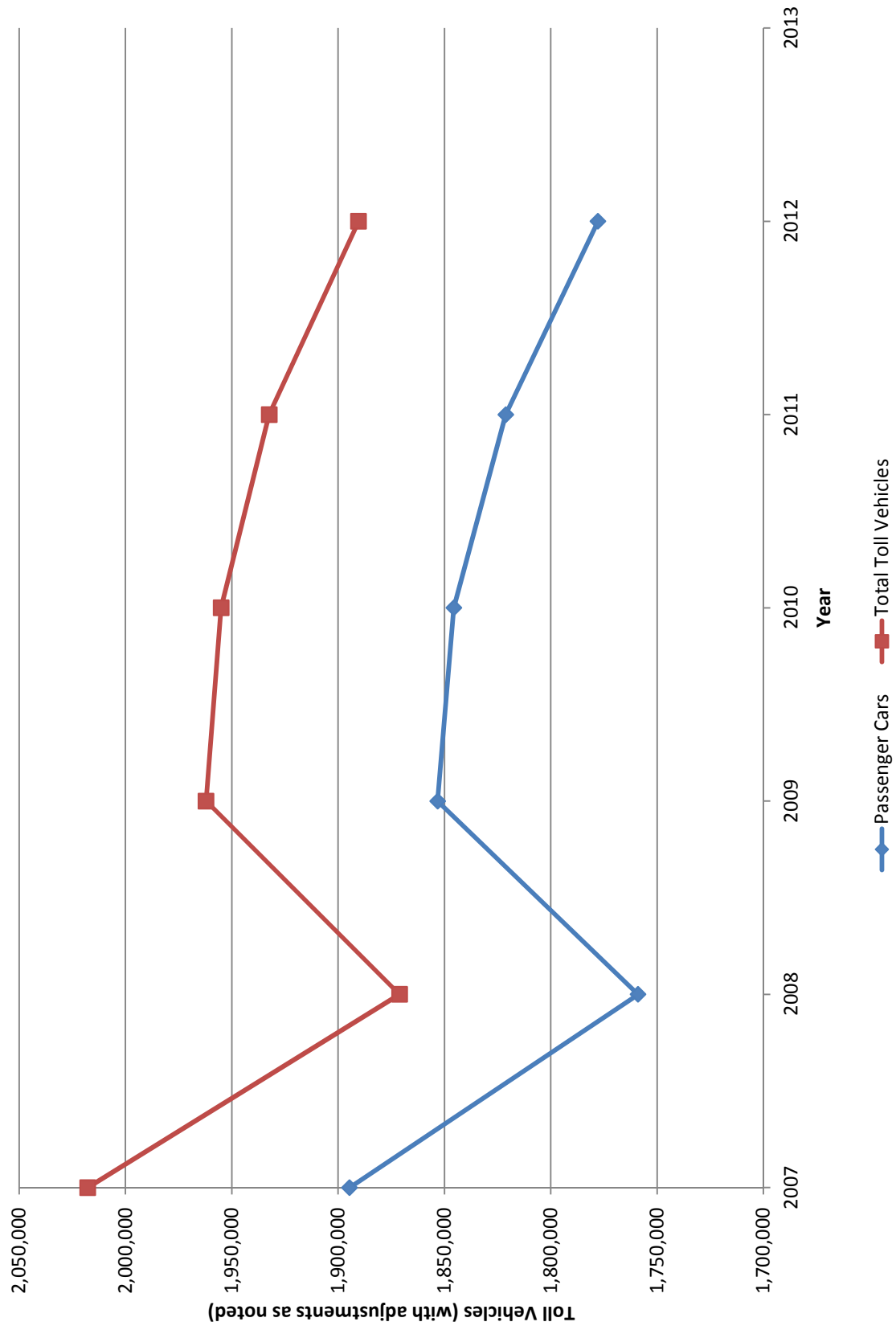


Figure 14B: New Hope-Lambertville TB Toll Trucks

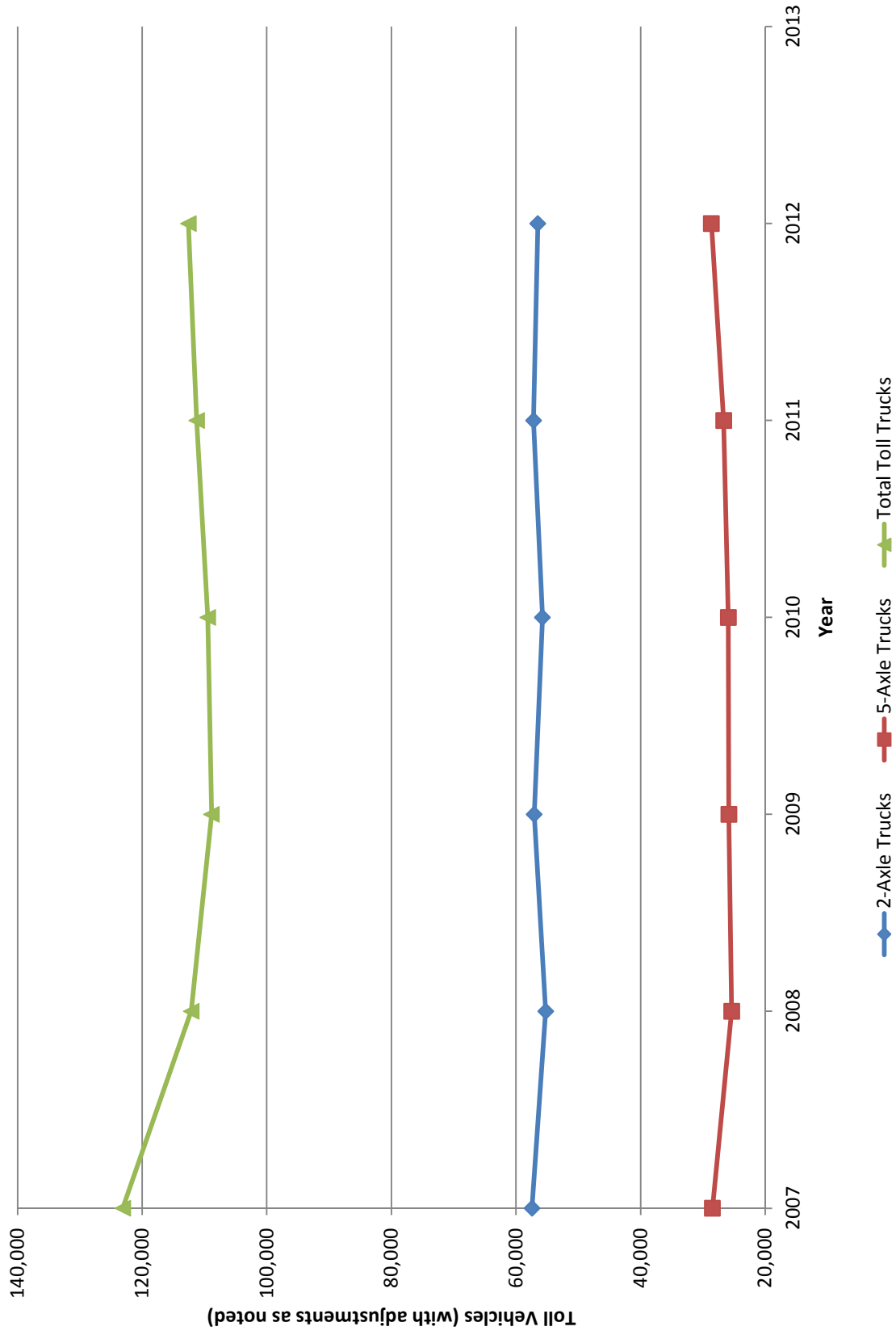




Table 15: Interstate 78 Toll Bridge Volume and Revenue Projections

class	2007 volume	2008 volume	2009 volume	2010 adjusted volume ¹	2011 adjusted volume ²	2012 adjusted volume ³	factor from 2012 to 2013	2013 base volume (projected)	Traffic Diverted from Easton- Phillipsburg Toll Bridge ⁴
1 - passenger car	7,821,489	7,559,187	7,791,397	8,087,632	8,219,445	8,538,708	1.028	8,777,792	321,437
2 - 2-axle truck	235,204	230,345	216,745	214,142	232,677	237,761	1.030	244,894	43,243
3 - 3-axle truck	106,916	103,599	94,012	99,974	114,803	124,417	1.050	130,637	12,252
4 - 4-axle truck	124,799	116,043	105,485	125,531	133,180	137,004	1.050	143,854	9,486
5 - 5-axle truck	1,877,951	1,831,467	1,737,739	1,795,827	1,895,448	1,973,864	1.043	2,058,740	36,485
6 - 6-axle truck	42,808	49,371	45,027	48,331	51,112	57,308	1.080	61,893	403
7 - 7-axle truck	1,123	1,379	1,195	2,816	5,237	6,178	1.080	6,672	13
8 - special permit	9	8	10	6	11	6	1.000	6	1
total toll vehicles	10,210,299	9,891,399	9,991,610	10,374,259	10,651,912	11,075,247	1.032	11,424,488	423,319

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

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

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

⁴Diversion due to bridge rehabilitation project beginning in June, 2013.

class	2012 Unadjusted Volume	2012 net revenue	2012 average toll rate	2013 total volume (projected)	2013 revenue
1 - passenger car	8,516,402	\$ 8,323,541.66	0.98	9,099,229	\$ 8,893,170.26
2 - 2-axle truck	237,075	\$ 1,526,653.05	6.44	288,137	\$ 1,855,467.81
3 - 3-axle truck	124,013	\$ 1,462,774.80	11.80	142,889	\$ 1,685,422.47
4 - 4-axle truck	136,607	\$ 2,116,276.80	15.49	153,340	\$ 2,375,497.35
5 - 5-axle truck	1,968,650	\$ 38,587,043.00	19.60	2,095,225	\$ 41,068,005.72
6 - 6-axle truck	57,156	\$ 1,324,404.00	23.17	62,296	\$ 1,443,497.48
7 - 7-axle truck	6,161	\$ 170,343.20	27.65	6,685	\$ 184,827.49
8 - special permit	6	\$ 300.80	Varies	7	\$ -
Totals				11,847,807	\$ 57,505,888.58

Figure 15A: Interstate 78 TB Toll Vehicles

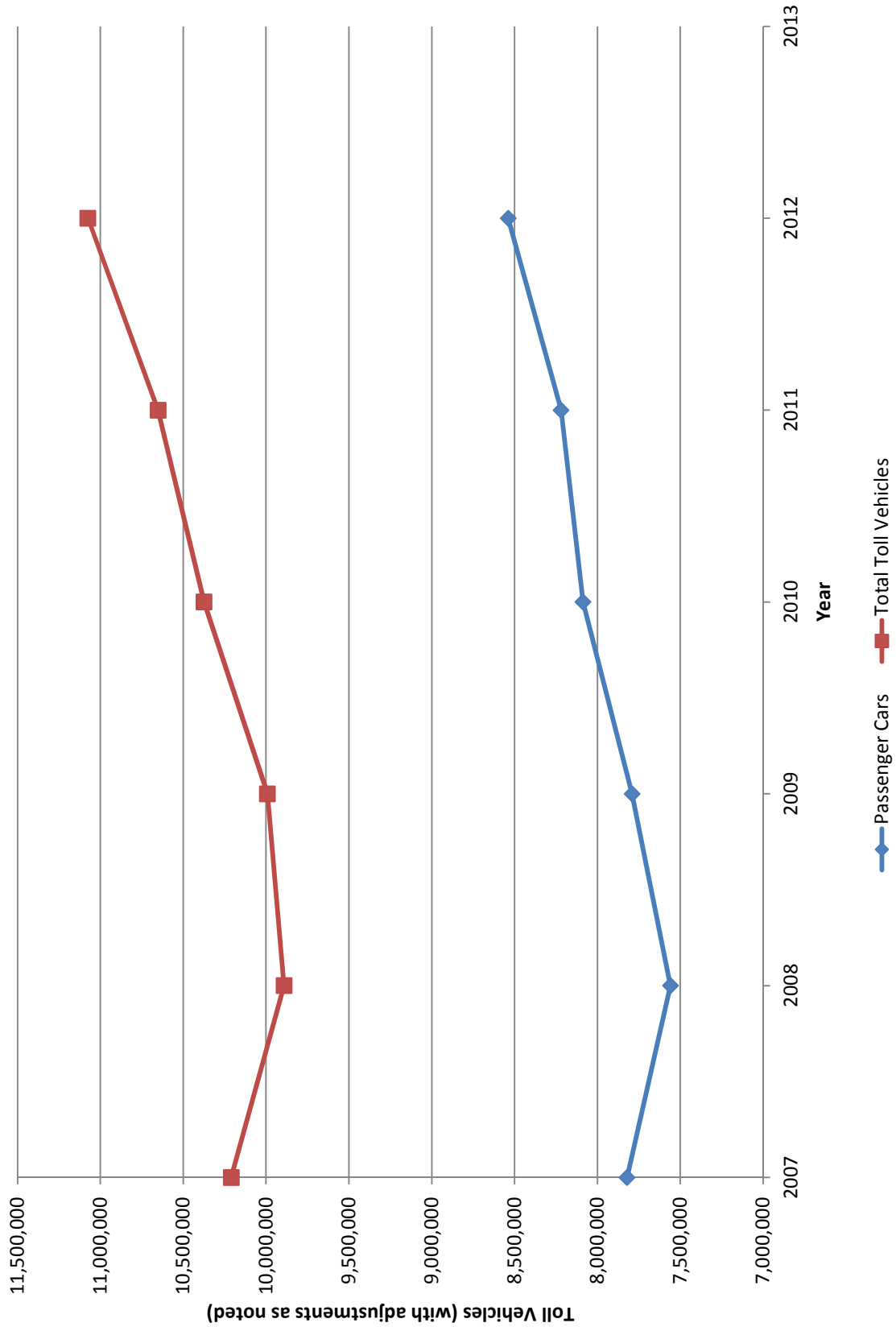


Figure 15B: Interstate 78 TB Toll Trucks

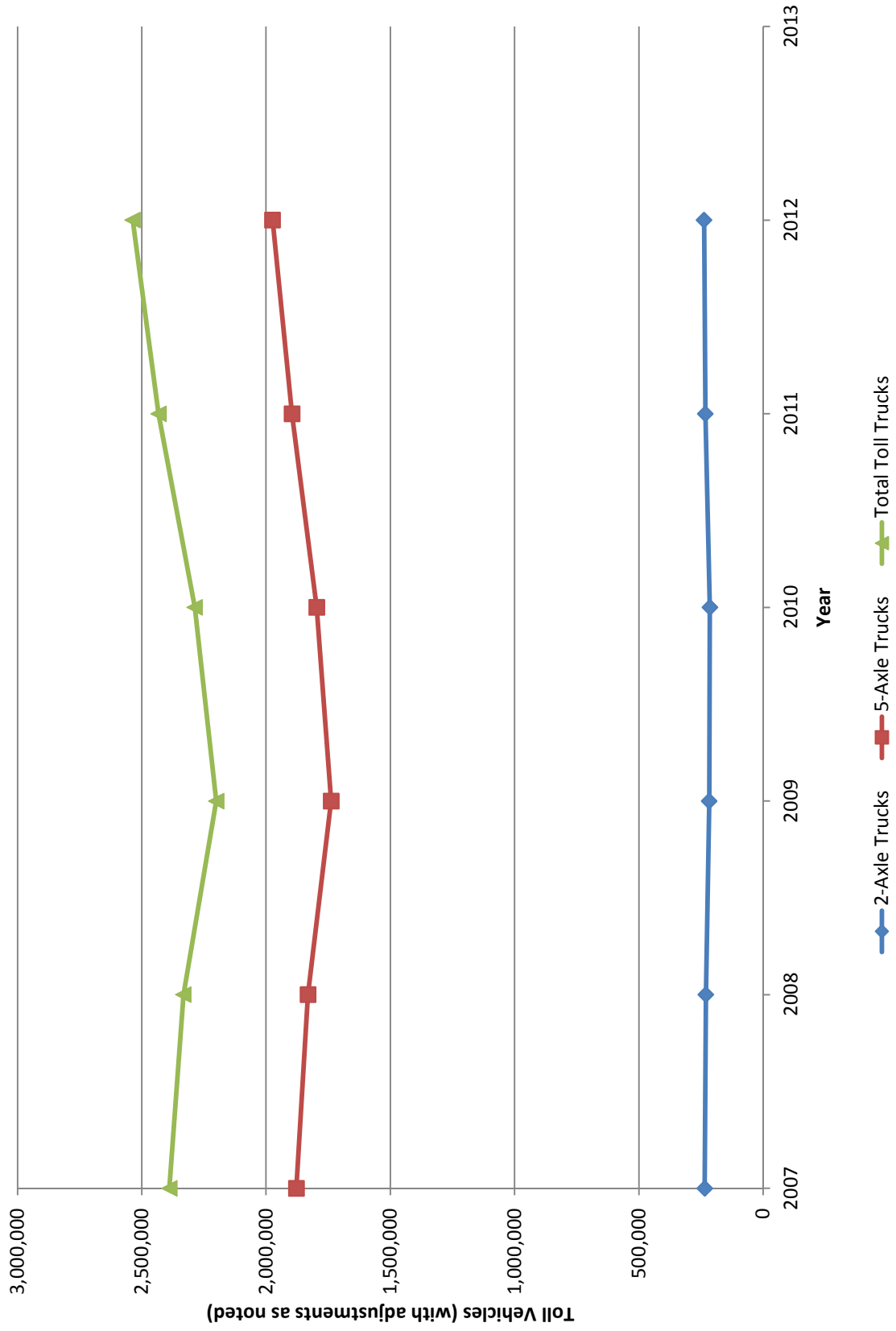




Table 16: Easton-Phillipsburg Toll Bridge Volume and Revenue Projections

class	2007 volume	2008 volume	2009 volume	2010 adjusted volume ¹	2011 adjusted volume ²	2012 adjusted volume ³	factor from 2012 to 2013	2013 base volume (projected)	Traffic Diverted to I-78 Toll Bridge and Northampton Street Bridge ⁴
1 - passenger car	5,742,513	5,925,210	5,755,012	5,862,390	5,384,302	5,020,886	0.970	4,870,260	(532,806)
2 - 2-axle truck	164,859	159,893	146,489	151,376	142,100	135,092	0.970	131,039	(43,243)
3 - 3-axle truck	59,599	61,563	48,270	48,022	46,225	39,922	0.930	37,127	(12,252)
4 - 4-axle truck	60,400	60,317	54,877	39,880	35,548	31,938	0.900	28,745	(9,486)
5 - 5-axle truck	210,038	215,992	207,313	187,880	164,486	130,070	0.850	110,560	(36,485)
6 - 6-axle truck	3,351	3,055	2,425	2,400	2,149	1,435	0.850	1,220	(403)
7 - 7-axle truck	113	71	61	45	57	41	0.940	39	(13)
8 - special permit	-	-	-	-	-	3	1.000	3	(1)
total toll vehicles	6,240,873	6,426,101	6,214,447	6,291,993	5,774,868	5,359,387	0.966	5,178,993	(634,688)

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

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

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

⁴Diversion due to bridge rehabilitation project beginning in June, 2013.

class	2012 Unadjusted Volume	2012 net revenue	2012 average toll rate	2013 total volume (projected)	2013 revenue
1 - passenger car	5,008,615	\$ 4,848,547.54	\$ 0.97	4,337,454	\$ 4,198,835.36
2 - 2-axle truck	134,725	\$ 870,736.75	\$ 6.46	87,796	\$ 567,432.30
3 - 3-axle truck	39,826	\$ 471,766.80	\$ 11.85	24,875	\$ 294,662.82
4 - 4-axle truck	31,832	\$ 500,689.60	\$ 15.73	19,259	\$ 302,929.63
5 - 5-axle truck	129,756	\$ 2,551,130.75	\$ 19.66	74,075	\$ 1,456,391.38
6 - 6-axle truck	1,432	\$ 33,751.20	\$ 23.57	817	\$ 19,265.52
7 - 7-axle truck	41	\$ 1,203.60	\$ 29.36	26	\$ 767.07
8 - special permit	3	\$ -	Varies	0	\$ -
Totals				4,544,303	\$ 6,840,284.10

Figure 16A: Easton-Phillipsburg TB Toll Vehicles

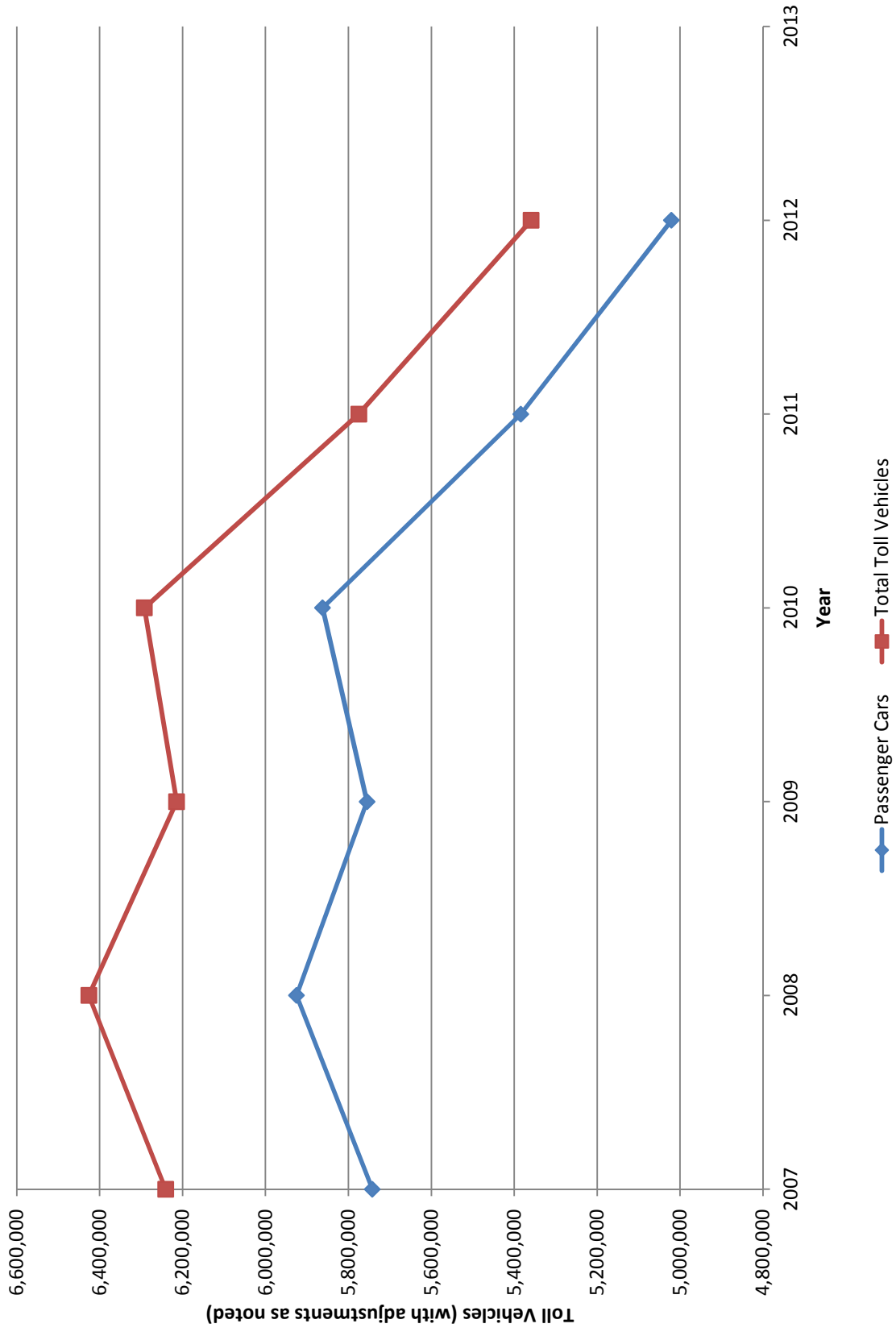


Figure 16B: Easton-Phillipsburg TB Toll Trucks

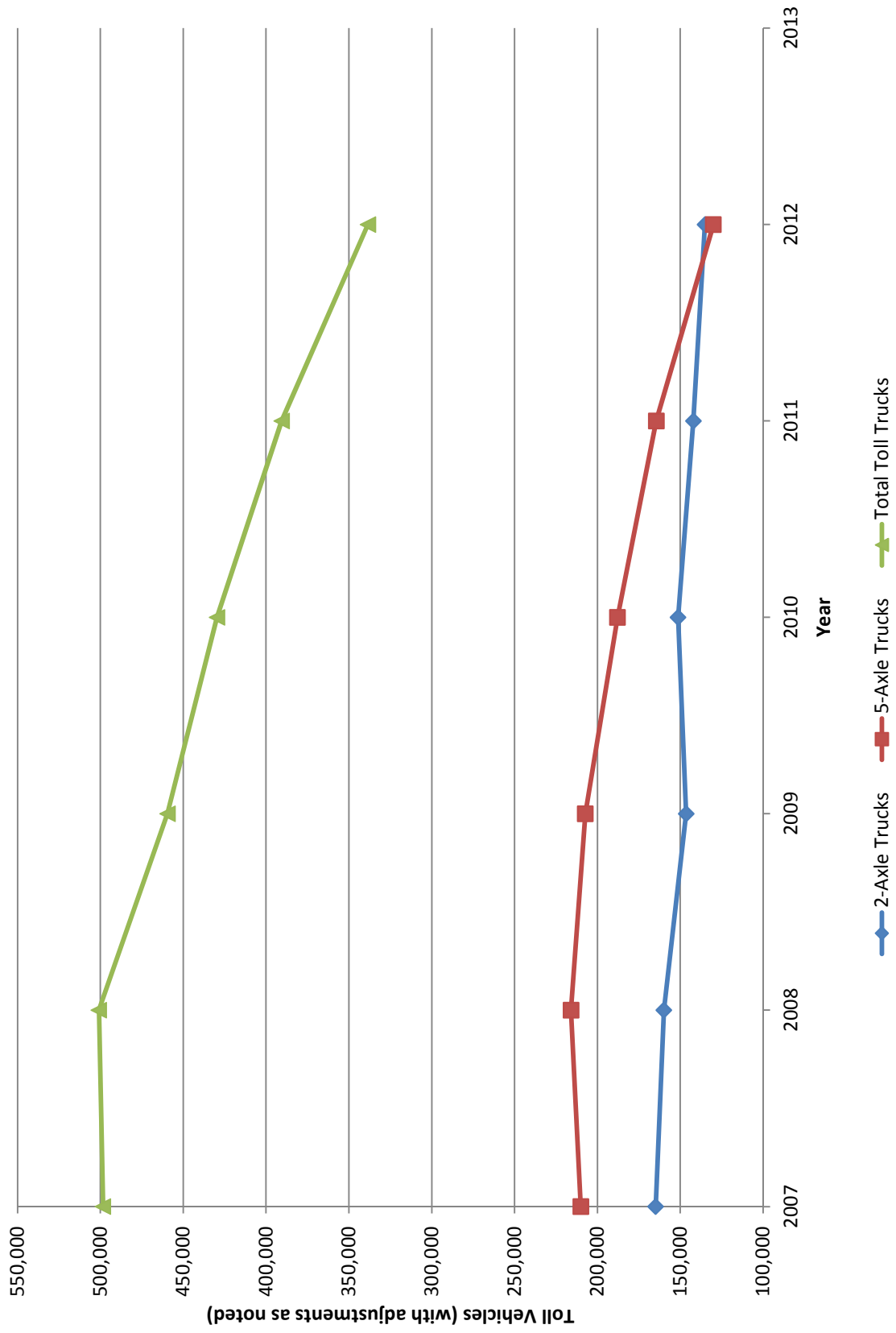




Table 17: Portland-Columbia Toll Bridge Volume and Revenue Projections

class	2007 volume	2008 volume	2009 volume	2010 adjusted volume ¹	2011 adjusted volume ²	2012 adjusted volume ³	factor from 2012 to 2013	2013 base volume (projected)
1 - passenger car	1,365,195	1,274,654	1,242,932	1,291,243	1,285,332	1,215,366	1.000	1,215,366
2 - 2-axle truck	30,772	29,250	28,857	29,964	27,911	26,449	1.000	26,449
3 - 3-axle truck	12,364	12,887	9,132	11,139	11,664	14,962	0.870	13,017
4 - 4-axle truck	7,980	8,791	9,403	11,788	13,233	9,953	1.200	11,944
5 - 5-axle truck	33,480	32,306	29,159	32,533	30,963	29,797	0.990	29,499
6 - 6-axle truck	475	295	255	331	502	695	1.200	834
7 - 7-axle truck	9	12	45	11	11	-	1.000	-
8 - special permit	-	-	-	-	-	-	1.000	-
total toll vehicles	1,450,275	1,358,195	1,319,783	1,377,010	1,369,617	1,297,222	1.00	1,297,109
150,000 passenger cars								

¹Reflects adjustment for significant drop in toll traffic during the January 2011 snow storm events

²Reflects Leap Year adjustment and adjustment for significant drop in toll traffic during Hurricane Sandy.

class	2012 Unadjusted Volume	2012 net revenue	2012 average toll rate	2013 total volume (projected)	2013 revenue
1 - passenger car	1,212,285	\$ 1,173,169.01	0.97	1,215,366	\$ 1,176,150.60
2 - 2-axle truck	26,370	\$ 170,869.40	6.48	26,449	\$ 171,381.30
3 - 3-axle truck	14,919	\$ 178,210.80	11.95	13,017	\$ 155,490.98
4 - 4-axle truck	9,931	\$ 158,446.40	15.95	11,944	\$ 190,563.27
5 - 5-axle truck	29,726	\$ 589,490.00	19.83	29,499	\$ 584,988.41
6 - 6-axle truck	692	\$ 16,584.00	23.97	834	\$ 19,987.08
7 - 7-axle truck	0	\$ -	-	0	\$ -
8 - special permit	0	\$ -	Varies	0	\$ -
Totals				1,297,109	\$ 2,298,561.63

Figure 17A: Portland-Columbia TB Toll Vehicles

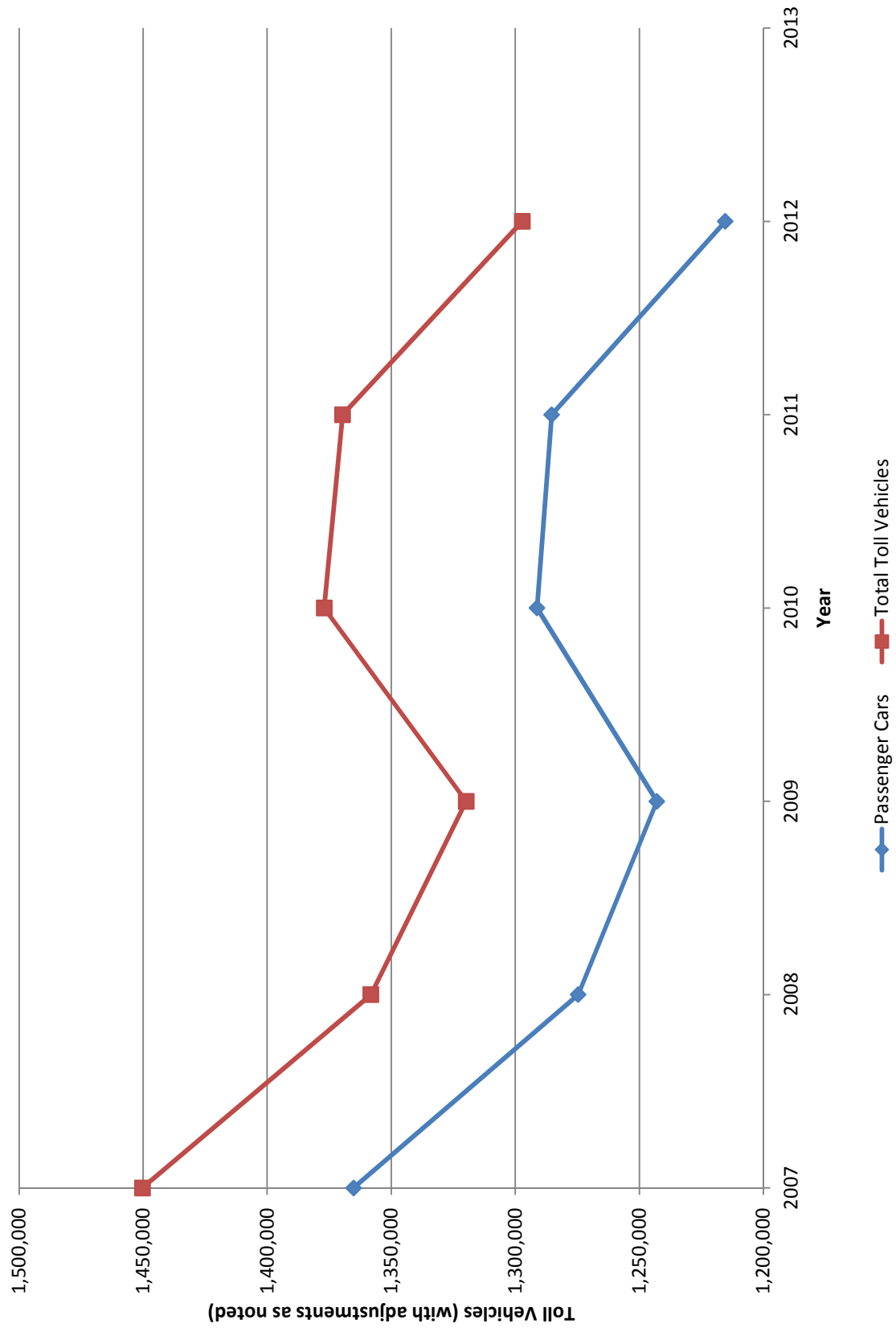


Figure 17B: Portland-Columbia-TB Toll Trucks

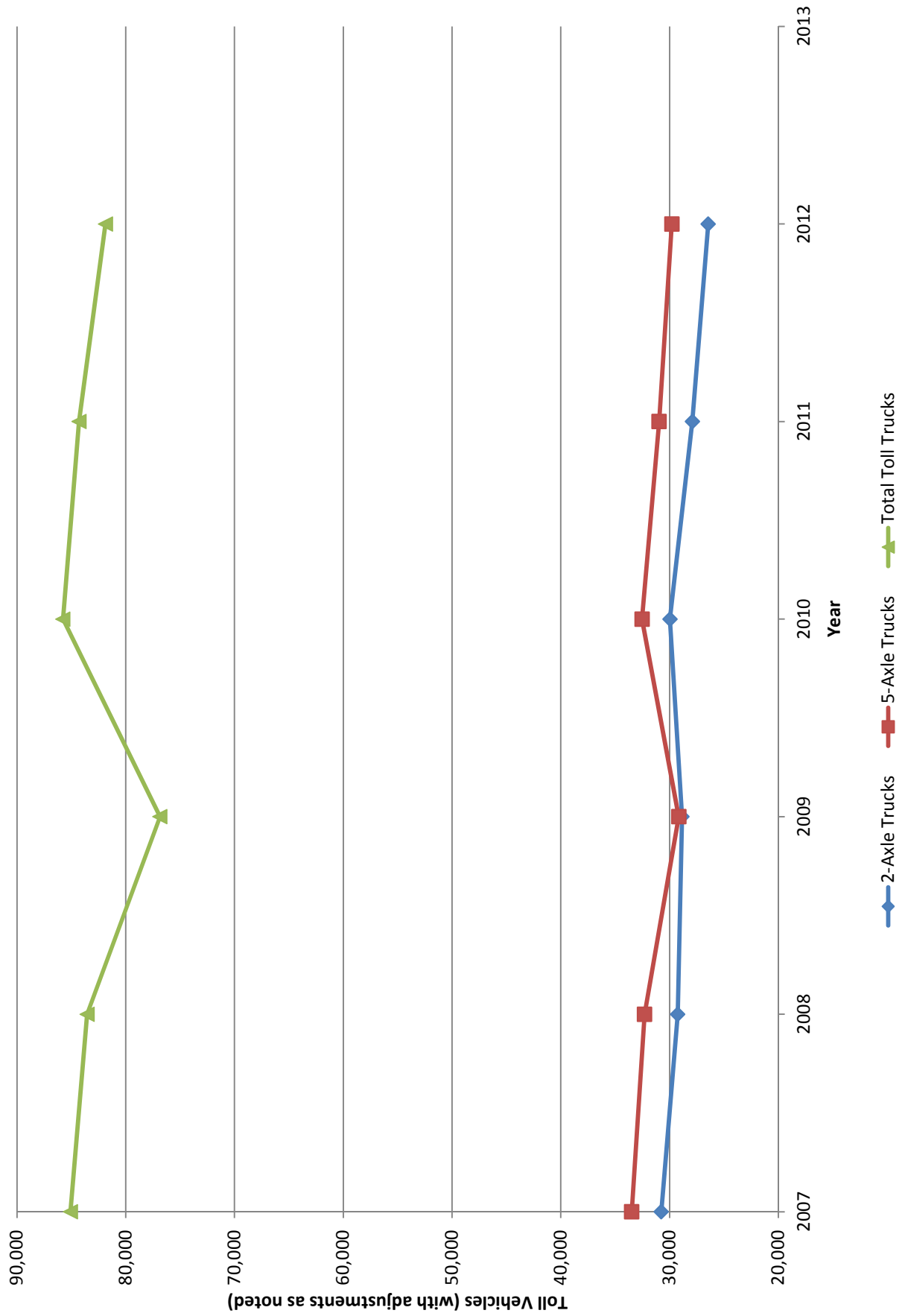




Table 18: Delaware Water Gap (Interstate 80) Toll Bridge Volume and Revenue Projections

class	2007 volume	2008 volume	2009 volume	2010 adjusted volume ¹	2011 adjusted volume ²	2012 adjusted volume ³	factor from 2012 to 2013	2013 base volume (projected)
1 - passenger car	8,501,039	8,290,964	8,389,765	8,419,244	7,971,487	7,831,260	0.980	7,674,635
2 - 2-axle truck	162,971	153,827	146,366	151,767	142,944	140,502	0.970	136,287
3 - 3-axle truck	96,380	92,137	85,801	91,057	92,238	91,085	1.000	91,085
4 - 4-axle truck	67,828	62,497	49,796	52,423	59,388	62,846	1.050	65,988
5 - 5-axle truck	1,175,507	1,090,089	1,026,829	1,023,714	966,386	983,673	0.980	963,999
6 - 6-axle truck	23,663	24,637	20,928	26,490	26,563	28,051	1.014	28,443
7 - 7-axle truck	1,104	1,036	736	871	1,583	1,574	1.000	1,574
8 - special permit	38	49	32	34	27	12	1.000	12
total toll vehicles	10,028,530	9,715,236	9,720,253	9,765,600	9,260,616	9,139,001	0.981	8,962,023

¹50,000 passenger cars removed as a result of diversion from the Portland-Columbia Toll Bridge adjustment for significant drop in toll traffic during the February 2010 snow storm events.
²Reflects adjustment for significant drop in toll traffic during the January 2011 snow storm events.
³Reflects Leap Year adjustment and adjustment for significant drop in toll traffic during Hurricane Sandy.

class	2012 Unadjusted Volume	2012 net revenue	2012 average toll rate	2013 total volume (projected)	2013 revenue
1 - passenger car	7,811,528	\$ 7,621,911.53	0.98	7,674,635	\$ 7,488,341.46
2 - 2-axle truck	140,092	\$ 901,895.60	6.44	136,287	\$ 877,399.46
3 - 3-axle truck	90,847	\$ 1,072,062.00	11.80	91,085	\$ 1,074,870.58
4 - 4-axle truck	62,679	\$ 973,484.80	15.53	65,988	\$ 1,024,877.79
5 - 5-axle truck	981,139	\$ 19,255,747.75	19.63	963,999	\$ 18,919,359.62
6 - 6-axle truck	27,984	\$ 652,946.40	23.33	28,443	\$ 663,656.18
7 - 7-axle truck	1,570	\$ 44,771.60	28.52	1,574	\$ 44,885.67
8 - special permit	12	\$ 642.70	Varies	12	\$ -
Totals				8,962,023	\$ 30,093,390.75

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

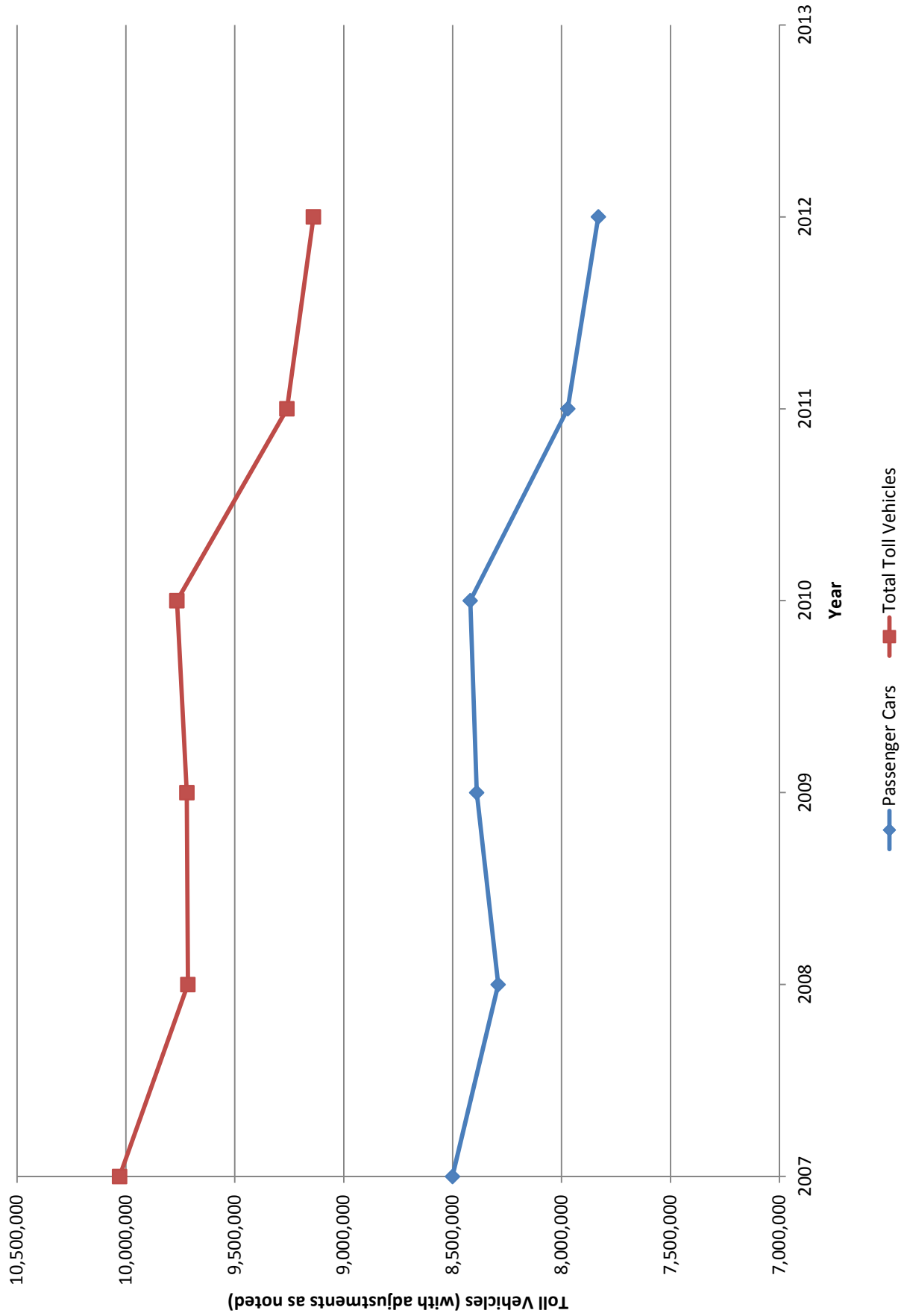


Figure 18B: Delaware Water Gap (I-80) TB Toll Trucks

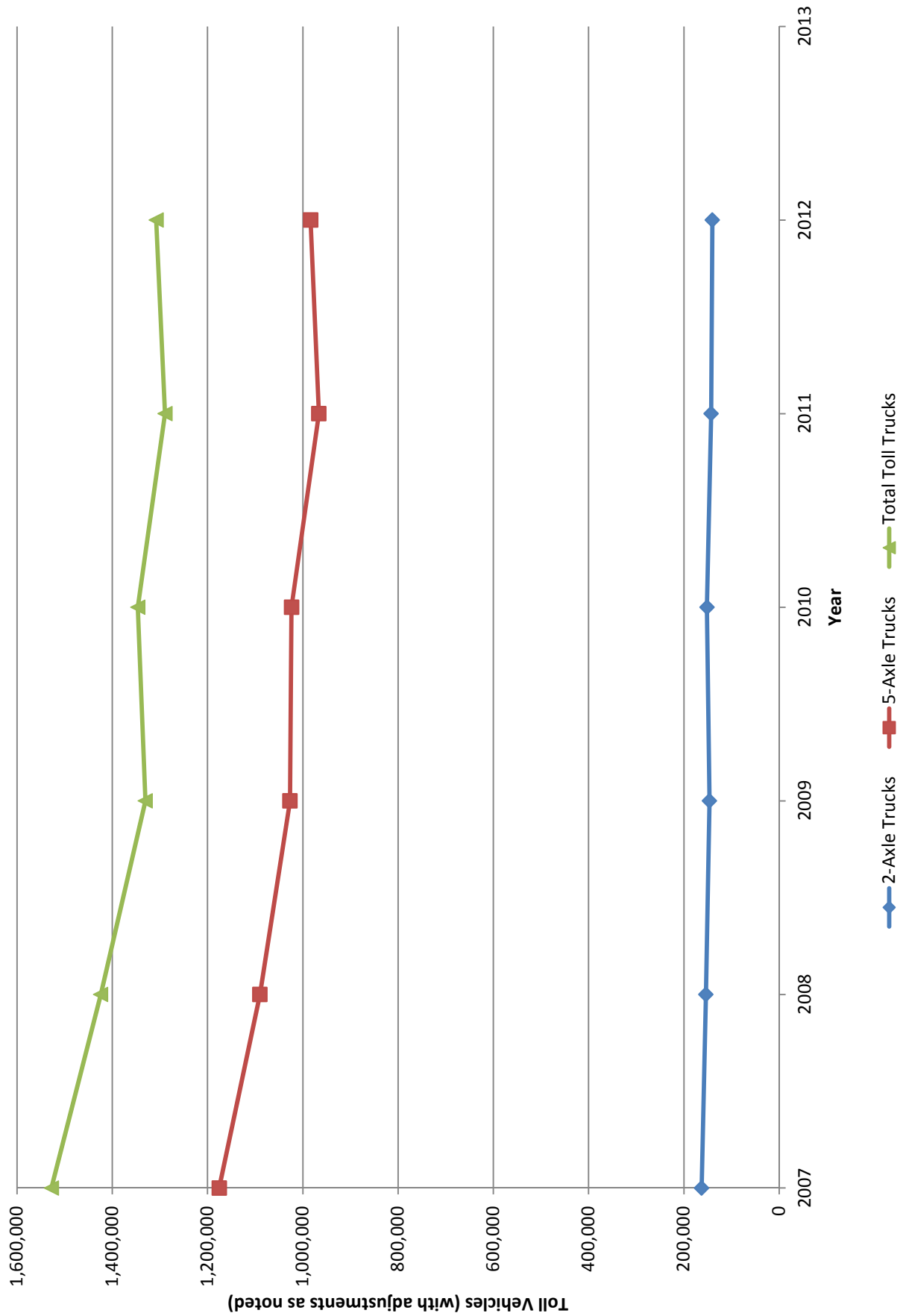




Table 19: Milford-Montague Toll Bridge Volume and Revenue Projections

class	2007 volume	2008 volume	2009 volume	2010 adjusted volume ¹	2011 adjusted volume ²	2012 adjusted volume ³	factor from 2012 to 2013	2013 base volume (projected)
1 - passenger car	1,310,047	1,265,773	1,257,979	1,286,147	1,217,892	1,181,397	0.989	1,168,402
2 - 2-axle truck	26,171	26,692	22,466	22,339	21,047	20,111	0.967	19,447
3 - 3-axle truck	4,545	4,486	3,645	3,275	3,544	3,323	0.942	3,130
4 - 4-axle truck	2,011	1,569	1,475	1,563	1,826	1,832	0.967	1,772
5 - 5-axle truck	8,921	8,917	7,466	7,016	6,910	7,069	0.945	6,680
6 - 6-axle truck	85	129	93	84	65	65	1.000	65
7 - 7-axle truck	11	8	8	8	7	16	1.000	16
8 - special permit	-	-	-	-	-	-	1.000	-
total toll vehicles	1,351,791	1,307,574	1,293,132	1,320,432	1,251,292	1,213,814	0.988	1,199,512

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

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

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

class	2012 Unadjusted Volume	2012 net revenue	2012 average toll rate	2013 total volume (projected)	2013 revenue
1 - passenger car	1,178,289	\$ 1,145,184.41	0.97	1,168,402	\$ 1,135,575.19
2 - 2-axle truck	20,052	\$ 129,799.15	6.47	19,447	\$ 125,882.91
3 - 3-axle truck	3,314	\$ 39,596.40	11.95	3,130	\$ 37,397.93
4 - 4-axle truck	1,828	\$ 28,800.00	15.75	1,772	\$ 27,917.72
5 - 5-axle truck	7,051	\$ 139,632.00	19.80	6,680	\$ 132,285.03
6 - 6-axle truck	65	\$ 1,536.00	23.63	65	\$ 1,536.00
7 - 7-axle truck	16	\$ 422.80	26.43	16	\$ 422.80
8 - special permit	0	\$ -	Varies	0	\$ -
Totals				1,199,512	\$ 1,461,017.58

Figure 19A: Milford-Montague TB Toll Vehicles

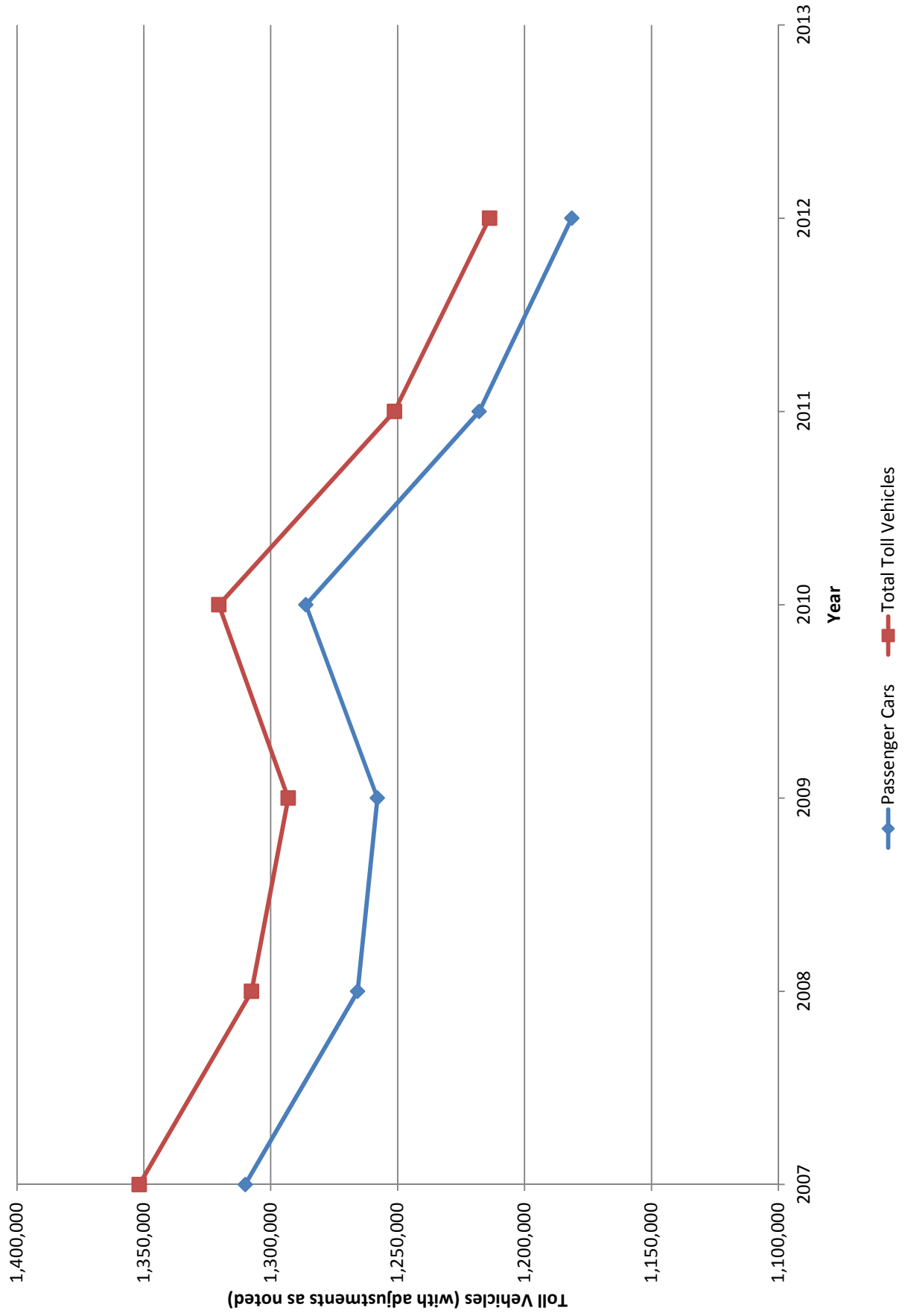


Figure 19B: Milford-Montague TB Toll Trucks

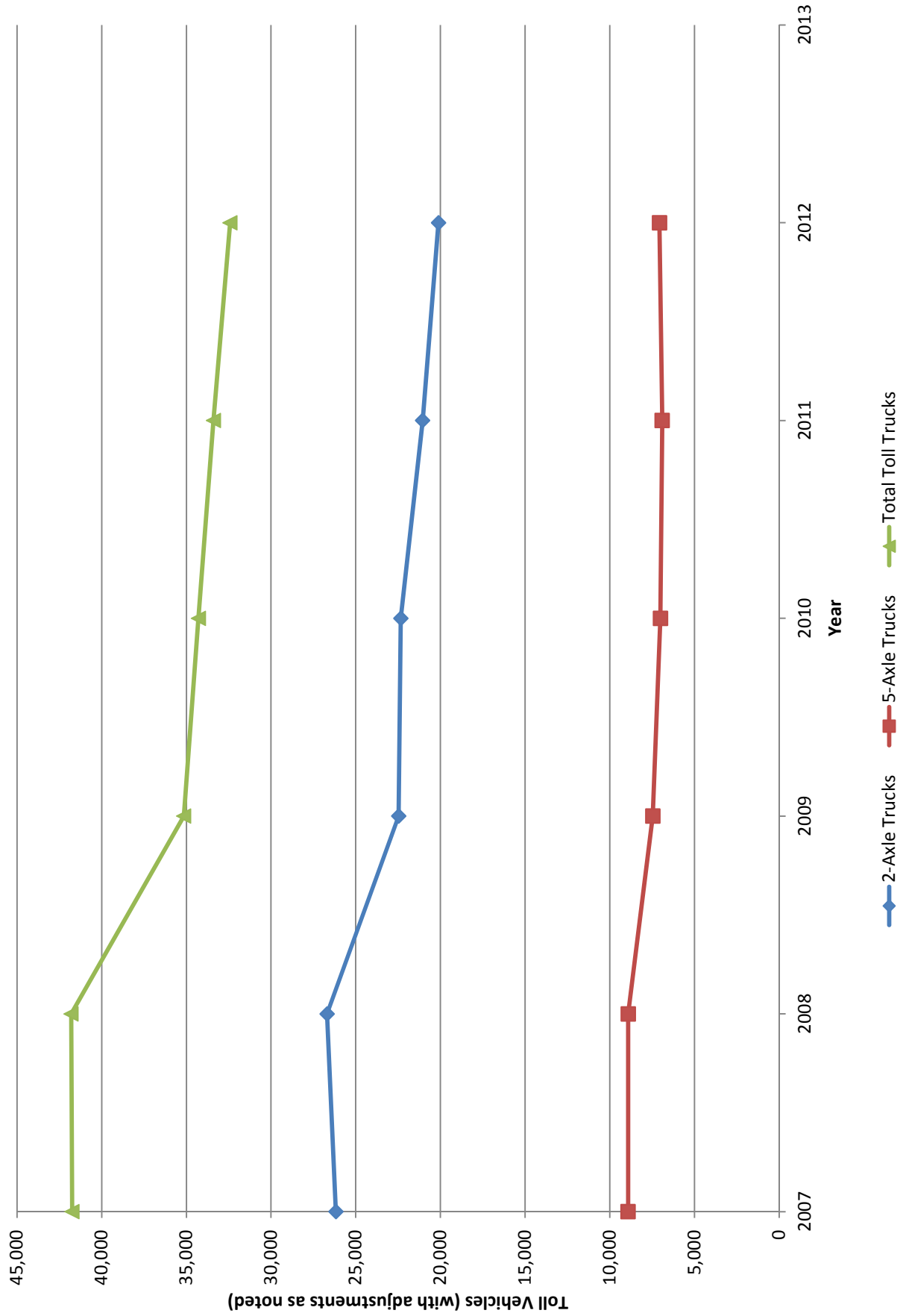




Table 20: Volume and Revenue Comparison -- 2012 to 2013

Revenue Summary by Bridge/District		2012 Unadjusted Volumes	2012 Revenues	2013 Volume (Projected)*	2013 Toll Revenue (Projected)	Change in Volume Actual 2012 vs. 2013 Projected		Change in Revenue Actual 2012 vs. 2013 Projected	
District						vehicles	percent	dollars	percent
1	Trenton-Morrisville	7,934,250	\$ 13,861,222.20	8,129,215	\$ 14,157,742.67	194,965	2.46%	\$ 296,520.47	2.14%
1	New Hope-Lambertville	1,885,026	\$ 2,995,832.95	1,856,699	\$ 2,975,670.46	-28,327	-1.50%	\$ (20,162.49)	-0.67%
2	Interstate 78	11,046,070	\$ 53,511,337.31	11,847,807	\$ 57,505,888.58	801,737	7.26%	\$ 3,994,551.27	7.46%
2	Easton-Phillipsburg	5,346,230	\$ 9,277,826.24	4,544,303	\$ 6,840,284.10	-801,927	-15.00%	\$ (2,437,542.14)	-26.27%
3	Portland-Columbia	1,293,923	\$ 2,286,769.61	1,297,109	\$ 2,298,561.63	3,186	0.25%	\$ 11,792.02	0.52%
3	Delaware Water Gap	9,115,851	\$ 30,523,462.38	8,962,023	\$ 30,093,390.75	-153,828	-1.69%	\$ (430,071.63)	-1.41%
3	Milford-Montague	1,210,615	\$ 1,484,970.76	1,199,512	\$ 1,461,017.58	-11,103	-0.92%	\$ (23,953.18)	-1.61%
	Total	37,831,965	\$ 113,941,421.45	37,836,668	\$ 115,332,555.77	4,703	0.01%	\$ 1,391,134.32	1.22%
*Estimated 2013 volumes and revenues reflect 423,319 diversions from the Easton-Phillipsburg toll bridge to the I-78 toll bridge and 211,369 car diversions from the Easton Phillipsburg bridge to the local bridge.									

**Table 21: Actual Revenue and Expenditures for 2012**

District	Bridge	2012 Unadjusted Volumes	2012 Revenue
1	Trenton-Morrisville	7,934,250	\$ 13,861,222.20
1	New Hope-Lambertville	1,885,026	\$ 2,995,832.95
2	Interstate 78	11,046,070	\$ 53,511,337.31
2	Easton-Phillipsburg	5,346,230	\$ 9,277,826.24
3	Portland-Columbia	1,293,923	\$ 2,286,769.61
3	Delaware Water Gap	9,115,851	\$ 30,523,462.38
3	Milford-Montague	<u>1,210,615</u>	<u>\$ 1,484,970.76</u>
	Total	37,831,965	\$ 113,941,421.45
	Net Toll Revenue (From above)		\$ 113,941,421.45
	Toll Violation Enforcement Revenue ¹		\$ 1,720,625.00
	E-ZPass Service Fees		\$ 855,681.00
	Interest Income		\$ 1,192,017.00
	Other Income		<u>\$ 345,437.00</u>
	1. Total Revenue - 2012		\$ 118,055,181.45
	2. Operating Expenses - 2012		\$ 44,846,531.00
	3. Net Revenue (Line 1 - Line 2)		\$ 73,208,650.45
	4. Annual Debt Service		\$ 33,845,000.00
	5. 130% of Annual Debt Service		\$ 43,998,500.00
	6. Calculated Debt Service Coverage Ratio (Line 3 / Line 4)		2.16
	Therefore, the requirement that the Debt Service Coverage Ratio be not less than 1.30 of the Annual Debt Service has been met, satisfying the requirements of the current Commission's Bond Indenture, Section 501(a)(1).		
	¹ This represents income that is used as a partial offset for the maintenance of the violation enforcement system, the operation of the violation process center, and violations.		

**Table 22: Projected Revenue and Expenditures for 2013**

District	Bridge	2013 Volume*	2013 Revenue
1	Trenton-Morrisville	8,129,215	\$ 14,157,742.67
1	New Hope-Lambertville	1,856,699	\$ 2,975,670.46
2	Interstate 78	11,847,807	\$ 57,505,888.58
2	Easton-Phillipsburg	4,544,303	\$ 6,840,284.10
3	Portland-Columbia	1,297,109	\$ 2,298,561.63
3	Delaware Water Gap	8,962,023	\$ 30,093,390.75
3	Milford-Montague	<u>1,199,512</u>	<u>\$ 1,461,017.58</u>
	Total	37,836,668	\$ 115,332,555.77
	Net Toll Revenue (From above)		\$ 115,332,555.77
	Toll Violation Enforcement Revenue ¹		\$ 1,760,000.00
	E-ZPass Service Fee Estimate (2013 Budgeted)		\$ 875,000.00
	Interest Income (2013 Budgeted)		\$ 571,000.00
	Other Income (2013 Budgeted)		<u>\$ 402,000.00</u>
1.	Total Projected Revenue - 2013		\$ 118,940,555.77
2.	Operating Expenses - 2013 (2013 Budgeted)		<u>\$ 48,860,064.00</u>
3.	Net Revenue (Line 1 - Line 2)		\$ 70,080,491.77
4.	Annual Debt Service (2013 Budgeted)		\$ 32,036,296.00
5.	130% of Annual Debt Service		\$ 41,647,184.80
6.	Calculated Debt Service Coverage Ratio (Line 3 / Line 4)		2.19
Therefore, the requirement that the Debt Service Coverage Ratio be not less than 1.30 of the Annual Debt Service has been met, satisfying the requirements of the current Commission's Bond Indenture, Section 501(a)(1).			
* Estimated 2013 volumes and revenues reflect 423,319 diversions from the Easton-Phillipsburg toll bridge to the I-78 toll bridge and 211,369 car diversions from the Easton-Phillipsburg to the local bridge.			
¹ This represents income that is used as a partial offset for the maintenance of the violation enforcement system, the operation of the violation process center, and violations.			

**Table 23: Projected vs. Actual Revenue and Expenditures**

District	Bridge	2012 Projected Volume	2012 Actual Volume	2013 Projected Volume
1	Trenton-Morrisville	8,150,948	7,934,250	8,129,215
1	New Hope-Lambertville	1,930,934	1,885,026	1,856,699
2	Interstate 78	10,741,566	11,046,070	11,847,807
2	Easton-Phillipsburg	5,787,311	5,346,230	4,544,303
3	Portland-Columbia	1,419,335	1,293,923	1,297,109
3	Delaware Water Gap	9,311,766	9,115,851	8,962,023
3	Milford-Montague	<u>1,238,864</u>	<u>1,210,615</u>	<u>1,199,512</u>
	Total	38,580,724	37,831,965	37,836,668
		2012 Projected Revenue	2012 Actual Revenue	2013 Projected Revenue
1	Trenton-Morrisville	\$ 14,327,072.86	\$ 13,861,222.20	\$ 14,157,742.67
1	New Hope-Lambertville	\$ 2,996,166.00	\$ 2,995,832.95	\$ 2,975,670.46
2	Interstate 78	\$ 52,310,450.64	\$ 53,511,337.31	\$ 57,505,888.58
2	Easton-Phillipsburg	\$ 10,291,596.47	\$ 9,277,826.24	\$ 6,840,284.10
3	Portland-Columbia	\$ 2,460,992.76	\$ 2,286,769.61	\$ 2,298,561.63
3	Delaware Water Gap	\$ 30,520,963.22	\$ 30,523,462.38	\$ 30,093,390.75
3	Milford-Montague	\$ 1,508,827.24	\$ 1,484,970.76	\$ 1,461,017.58
	Total	\$ 114,416,069.19	\$ 113,941,421.45	\$ 115,332,555.77
	Net Toll Revenue (From above)	\$ 114,416,069.19	\$ 113,941,421.45	\$ 115,332,555.77
	Toll Violation Enforcement Revenue	\$ 1,850,348.00	\$ 1,720,625.00	\$ 1,760,000.00
	E-ZPass Service Fees	\$ 756,000.00	\$ 855,681.00	\$ 875,000.00
	Interest Income	\$ 996,000.00	\$ 1,192,017.00	\$ 571,000.00
	Other Income	\$ 401,000.00	\$ 345,437.00	\$ 402,000.00
1.	Total Revenue	\$ 118,419,417.18	\$ 118,055,181.45	\$ 118,940,555.77
2.	Operating Expenses	\$ 48,213,716.00	\$ 44,846,531.00	\$ 48,860,064.00
3.	Net Revenue (Line 1 - Line 2)	\$ 70,205,701.18	\$ 73,208,650.45	\$ 70,080,491.77
4.	Annual Debt Service	\$ 33,885,785.00	\$ 33,845,000.00	\$ 32,036,296.00
5.	130% of Annual Debt Service	\$ 44,051,520.50	\$ 43,998,500.00	\$ 41,647,184.80
6.	Calculated Debt Service Coverage Ratio (Line 3 / Line 4)	2.07	2.16	2.19