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# **2009 TRAFFIC ENGINEERING REPORT**

## **Year 2010 Toll Bridge Traffic Volume And Revenue Projections**

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Delaware River  
Joint Toll Bridge  
Commission

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### **Delaware River Joint Toll Bridge Commission**

New Hope Headquarters and Administration Building  
2492 River Road, New Hope, PA 18938-9519  
February 15, 2010

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## **EXECUTIVE SUMMARY**

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Pennoni Associates Inc. (Pennoni) has been retained by the Delaware River Joint Toll Bridge Commission (Commission) to determine if the projected year 2010 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 2010 were projected by applying the current toll structure to the 2010 projected volumes for each vehicle type on the seven (7) toll bridges under the jurisdiction of the Commission.

The sum of year 2010 projected toll bridge revenues (\$86,840,351) 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 2010. Since there is a projected Debt Service Coverage Ratio of 1.35, the requirements of current Bridge System Revenue Bonds are projected to be met.



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## INTRODUCTION

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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 2010. 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
<b>DISTRICT ONE</b>	
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)
<b>DISTRICT TWO</b>	
Interstate 78	Uhlerstown–Frenchtown
Easton–Phillipsburg (U.S. Route 22)	Upper Black Eddy–Milford
	Riegelsville
	Northampton Street
	Riverton–Belvidere
<b>DISTRICT THREE</b>	
Portland–Columbia	Portland Columbia (Pedestrian Only)
Delaware Water Gap (Interstate 80)	
Milford–Montague	

The purpose of the study is to determine if year 2010 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 1.35, the requirements of current Bridge System Revenue Bonds are projected to be met.



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## **METHODOLOGY**

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To project traffic volumes on the toll bridges for the year 2010, 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.

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## **YEAR 2010 DEVELOPMENT PROJECTS**

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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 affect on toll bridge volumes during the year 2010. While several development projects are underway, only a few major projects are expected to open/expand/contract during the 2010 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 2010.

### **District 1**

In Mercer County, the Capital Health System hospital is relocating from Bellevue Avenue and Prospect Street to a new regional facility at the southern end of Merrill Lynch at Scotch Road and I-95. Regardless of when the new hospital is finished, any Pennsylvania traffic using the hospital will likely shift from the Calhoun Street Toll Supported Bridge to the Scudder Falls Toll Supported Bridge, not affecting traffic volumes on the toll bridges in 2010 or beyond.

There are several small to medium sized developments at various stages of the approval process, and many are not near toll bridges. The Quakerbridge Mall expansion is still a few years off. No specific increase in traffic at the Trenton-Morrisville Toll Bridge was assumed from Mercer County developments.

In Bucks County, some medium office developments up to 200,000 square feet have been proposed and are anticipated to be constructed in 2010 or beyond 2010. We have not assumed any additional traffic crossing the Trenton-Morrisville Toll Bridge from these developments in 2010.

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

### **District 2**

The Sands Bethworks Casino opened in May of 2009 with up to 3,000 slot machines, and approvals are being sought to add table games. Future development of a 300 room hotel and 200,000 square feet of retail space are on hold at this time. While the casino was open for seven months in 2009, we have not assumed any increase in traffic to the toll bridges in 2010 to reflect the patronage over 12 months in 2010.

Majestic Realty has proposed approximately 8 million square feet of industrial / warehouse space in Bethlehem, also at the former Bethlehem Steel plant. Nothing is anticipated to be completed and occupied during 2010.



St. Luke's Hospital, with campuses in Allentown, PA and Bethlehem, PA has obtained a property on Route 33 and Freemansburg Avenue in Easton, PA, but no development plans are being considered at this time.

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). Phase 1 was approved in 2007 but no construction has been scheduled and is not expected to be completed by the end of 2010. Phase 2 has been put on hold indefinitely.

A 500,000 square foot mixed use office / retail project at Route 33 and Route 248 in Nazareth received approvals in 2008, and while some construction is underway, it is not anticipated that the project will be completed in 2010. No additional traffic crossing the toll bridges was considered.

A warehousing facility has been submitted in Bloomsbury, NJ in Warren County just off I-78, but has not received approvals at the local or county level. Nothing is anticipated to be occupied in 2010.

No major developments are proposed in northern Hunterdon County for 2010.

### **District 3**

In Pike County, the Highland Village residential development remains in the final stages of the approval process for the projects beginning phases. However no lots are yet available for sale and nothing is expected to be occupied during 2010.

In Monroe County, a 109,000 square foot strip center with a supermarket and a drugstore will replace a flea market, but this supermarket is two miles from an existing supermarket and six miles from the Delaware Water Gap. No additional bridge crossings are anticipated from this development.

No major developments are proposed in northern Warren County or Sussex County for 2010.

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### **RECENT ROADWAY CONSTRUCTION PROJECTS**

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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:

#### **Commission Projects**

- The Trenton-Morrisville Toll Bridge rehabilitation project was completed in late 2009. A slight shift of passenger cars is anticipated to return from the Lower Trenton Toll Supported Bridge.
- The Washington Crossing Toll Supported Bridge rehabilitation project is scheduled to occur during April and May 2010. The full closure during this period will likely divert traffic to the New Hope-Lambertville or Scudder Falls Toll Supported Bridges.
- The Riegelsville Toll Supported Bridge rehabilitation project is scheduled from summer 2010 through February 2011. Any diversions from Riegelsville would likely increase traffic at the Upper Black Eddy-Milford Toll Supported Bridge or the I-78 Toll Bridge. Given the relatively





low volume of the Riegelsville Toll Supported Bridge, no increase was assumed at the I-78 Toll Bridge due to diversions.

- ☑ The Upper Black Eddy–Milford Rehabilitation Project was initially scheduled to occur during 2010, but has been pushed back to occur from fall 2010 to summer 2011, in part to accommodate diversions from Riegelsville. It will be completely shut down from early 2011 through late May 2011. No increase was assumed at the I-78 Toll Bridge due to diversions during 2010, since the bridge is now scheduled to remain open throughout 2010.
- ☑ The Milford-Montague Toll Bridge Rehabilitation Project was completed in 2009. No diversions were assumed from the rehabilitation, so no vehicles are anticipated to return to the bridge in 2010.
- ☑ The I-78 NJ Roadway Rehabilitation project was substantially completed during September 2009, while the I-78 Open Road Tolling schedule indicates three of the seven toll booth lanes will be closed from December 2009 to May 2010, and all construction work at the plaza is to be completed in July 2010. This work will shift autos and trucks to the Easton - Phillipsburg Toll Bridge, which will in turn shift some automobiles to the Northampton Street Toll Supported Bridge. As the number of tollbooths at the I-78 toll plaza has decreased by 42% (three of seven lanes) we have assumed a diversion of 24% over five months (approximately 10% of the yearly total) to the Easton-Phillipsburg Toll Bridge. Diversions will likely be higher during periods of congestion, or in the daytime. Given the increased congestion at the Easton-Phillipsburg Toll Bridge, we have assumed 395,000 passenger cars (approximately 50% of the volume of passenger cars diverted from I-78) will shift to the Northampton Street Toll Supported Bridge.
- ☑ The New Hope-Lambertville (Route 202) Toll Bridge Floor Beam Bracket Improvement Project was completed during October 2009.
- ☑ The Calhoun Street Toll Supported Bridge Rehabilitation Project will require the structure to be closed to vehicular and pedestrian traffic from May 24 to September 24, 2010. Diversions will likely increase volumes on the Lower Trenton Toll Supported Bridge and the Trenton - Morrisville Toll Bridge. Of the approximately 1.12 million westbound vehicles using the Calhoun Street Toll Supported Bridge over a four month period (June, July, August and September), we have assumed that 2/3 would divert to the Lower Trenton Toll Supported Bridge, and 1/3 (373,333 cars) would divert to the Trenton - Morrisville Toll Bridge.
- ☑ The Delaware Water Gap (I-80) Toll Bridge Bearing Replacements/Painting Project should continue through mid 2011, while the Delaware Water Gap Open Road Tolling schedule indicates construction work at the plaza will continue through November 2010. Any diversions from the Delaware Water Gap would use the Portland Columbia Toll Bridge, with the same toll structure as the Delaware Water Gap.

### **Bucks County, Pennsylvania**

- ☑ The Pennsylvania Turnpike will have an interchange with I-95 in Bristol. The project is in preliminary phases of construction, with stage 1 construction anticipated to be completed in 2014. This phase is not expected to impact any traffic patterns in 2010.

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





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## **HISTORICAL TRAFFIC VOLUMES**

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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 2004 to 2009 were used.

Monthly traffic volume data for the toll-supported bridges is summarized on a yearly basis from 2004 to 2009, 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 20-21 million vehicles per year, which converts to an average annual daily traffic volume (AADT) of approximately 57,000 vehicles. Since traffic is higher on weekdays, the average weekday traffic volume (AWDT) is approximately 60,000 vehicles. Volumes on the Scudder Falls Bridge have remained constant for several years. The Lower Trenton, Calhoun Street, and Northampton Street Toll Supported Bridges carry approximately 6.0-8.5 million vehicles per year, and the New Hope-Lambertville Toll Supported Bridge carries approximately 4.8 – 5.3 million vehicles per year. 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. During 2004, the New Hope-Lambertville Toll Supported Bridge was under construction, decreasing volumes. 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, in part from the construction at the Trenton-Morrisville Toll Bridge.

Reviewing information from the seven (7) toll bridges under the jurisdiction of the Commission during 2009, 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 9.9 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 8.5 percent of vehicles crossing the seven (7) toll bridges during 2009, and estimated to comprise approximately 8.2 percent of vehicles during 2010 but generating approximately 58 percent of the 2010 toll revenue. Conversely, passenger cars represented approximately 87.5 percent of the vehicles on the seven (7) toll bridges during 2009, and are projected to generate approximately 28 percent of the toll revenue during 2010. The auto / tractor trailer volume and revenue percentages have remained consistent for the past several years.



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## YEAR 2010 TRAFFIC VOLUME AND TOLL REVENUE PROJECTIONS

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Based on the findings listed above, a growth or reduction factor was applied to 2009 data for each vehicle type on each toll bridge to project year 2010 volumes. Generally, recent one (1) year to three (3) year growth trends are considered. However, historic economic conditions experienced during late 2008 and 2009 indicate that one to three year growth trends may not be practical. We also considered monthly volumes during the later part of 2008 and 2009, in order to compare months after the economic downturn.

The economic slowdown and mild recovery is expected to cause minor decreases to modest increases to the number of commuters and truck crossings during 2010.

Tables 7 through 13 illustrate actual traffic volumes for the seven (7) toll bridges for the years 2004 through 2009, as well as the projected year 2010 volumes. Review of the data indicates passenger cars increased 1.25% system wide from 2008 to 2009, but trucks decreased by 7.05%. The five axle tractor trailers, or Class 5 trucks (the most common truck type) decreased by 5.8%, while the 3-axle, 4-axle, 6-axle, and 7-axle trucks decreased from 11% to 17%.

Passenger car volumes are projected to remain flat or increase up to 2.5% from 2009 to 2010. The five axle tractor trailers, or Class 5 trucks (the most common truck type) is projected to decrease from 1% to 8% at the Trenton – Morrisville, Easton – Phillipsburg, and Milford - Montague toll bridges from 2009 to 2010, with Class 5 trucks projected to increase 1% to 3% at New Hope – Lambertville, I-78, Portland-Columbia, and the Delaware Water Gap toll bridges. The four toll bridges projecting increases in Class 5 trucks carry 89% of total Commission Class 5 toll crossings. The current toll structure was applied to the projected 2010 volumes to determine the projected year 2010 revenue for each toll bridge.

Frequent or commuter E-ZPass passenger car users that have 20 or more crossings in a 35-calendar day period will pay \$0.45, a 40% discount over the cash / casual E-ZPass fare. 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, the off peak traffic (9 PM – 6 AM) will receive a 10% discount over the cash fare. We determined the percentage of off peak E-ZPass users 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 93.7% cash/peak E-ZPass users at \$5.00, and 6.3% off peak E-ZPass users at \$4.25, for a weighted average toll of \$4.95. 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 2009 volumes and revenues for each bridge and maintenance district with the projected 2010 volumes. As indicated, overall toll traffic volumes are projected to increase by approximately 375,000 vehicles (+1.00%) and revenues are projected to increase by approximately \$450,000 (+0.52%). We note that the change in toll volumes is in part from adding 373,000 passenger cars from the Calhoun Street Toll Supported Bridge to the Trenton-Morrisville Toll Bridge, and subtracting 395,000 passenger cars from I-78 and diverting them the Northampton Street Toll Supported Bridge. Since Class 5 trucks provide the majority of the toll revenue, the increase in projected Class 5 trucks leads to the increase in revenue.



Table 15 is provided in response to (i) of Section 703 (b) paragraph 2 and provides 2009 Total Revenue, 2009 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.

On June 1, 2009, the Commission began charging the E-ZPass accounts a monthly \$1 account service fee. We have estimated additional revenue of \$428,000 during the seven month period from June – December 2009. During 2010, we have estimated revenue of \$734,000, as the fees will be in effect for the entire year.

With the rollout of Open Road Tolling, the Commission has a vehicle enforcement system (VES) in place to reduce toll evasion. Through experience of nearby toll agencies, the fines associated with the VES more than offset the losses from unpaid tolls, and produce a small profit. However, given that there is no historic data or experience with toll violators on the Commission facilities, it is anticipated for 2010 that the revenue recognized from the administrative fees for violators and the toll revenue loss due to violators will be revenue neutral.

Table 16 lists the 2010 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 required to be not less than 1.30. The Commission provided all the figures in Table 16, with the exception of the projected 2010 toll revenue. With a Projected Debt Service Coverage Ratio of 1.35, the requirements of all current Bridge System Revenue Bonds are projected to be met.



**Table 1 - 2004 Toll Supported Bridge Volumes**

Month	Lower Trenton	Calhoun Street	Scauduck Falls	Washington Crossing	New Hope-Lambertville	Centre Bridge-Stockton	Uniontown-Frenchtown	Upper Black Eddy-Milford	Pilegisville	Northampton Street	Riverton-Belvidere	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
<b>Total</b>	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 2 - 2005 Toll Supported Bridge Volumes**

Month	Lower Trenton	Calhoun Street	Scaudoir Falls	Washington Crossing	New Hope-Lambertville	Centre Bridge-Stockton	Uniontown-Frenchtown	Upper Black Eddy-Milford	Pilegisville	Northampton Street	Riverton-Benvidere	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	4,606,119
<b>Total</b>	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 3 - 2006 Toll Supported Bridge Volumes**

Month	Lower Trenton	Calhoun Street	Scauduck Falls	Washington Crossing	New Hope-Lambertville	Centre Bridge-Stockton	Unionstown-Frenchtown	Upper Black Eddy-Milford	Piegh'sville	Northampton Street	Riverton-Belvidere	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	<i>527,000</i>	581,547	1,826,526	212,848	464,451	169,518	130,353	<i>135,000</i>	111,162	753,909	173,749	5,086,063
June	512,623	<i>600,000</i>	1,788,813	<i>205,000</i>	<i>450,000</i>	<i>165,000</i>	<i>128,000</i>	<i>111,000</i>	<i>106,000</i>	<i>691,000</i>	<i>173,000</i>	4,930,436
July	<i>506,000</i>	<i>558,000</i>	<i>1,700,000</i>	<i>200,000</i>	<i>445,000</i>	<i>159,000</i>	<i>115,000</i>	<i>141,000</i>	104,618	<i>670,000</i>	<i>163,480</i>	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
<i>November</i>	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
<i>December</i>	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
<b>Total</b>	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 4 - 2007 Toll Supported Bridge Volumes**

Month	Lower Trenton	Calhoun Street	Scofield Falls	Washington Crossing	New Hope-Lambertville	Centre Bridge-Stockton	Uniontown-Frenchtown	Upper Black Eddy-Milford	Piege'sville	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
<b>Total</b>	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 5 - 2008 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	Riegelsville	Northampton Street	Riverton-Bowdlers	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	143,721	131,454	114,257	102,929	684,172	154,410	4,988,971
August	581,026	574,488	1,813,596	217,165	463,633	150,120	129,548	114,789	104,825	664,408	152,225	4,965,823
September	551,811	553,676	1,815,570	216,066	424,235	137,923	116,167	102,073	98,494	635,448	147,383	4,798,846
October	557,418	577,329	1,826,723	233,058	443,608	140,967	126,718	98,207	103,852	672,295	156,041	4,936,216
November	508,556	517,250	1,690,526	197,744	395,624	136,819	112,026	92,901	89,294	605,825	136,633	4,483,198
December	540,738	563,926	1,794,014	209,550	401,679	130,957	104,539	97,961	87,757	632,779	133,367	4,697,267
<b>Total</b>	6,726,150	6,742,933	21,321,390	2,593,982	5,122,435	1,618,270	1,401,665	1,262,697	1,227,108	7,869,191	1,732,702	57,618,522

estimated figures due to adjustments shown in *italics*

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 6 - 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	Piegh'sville	Northampton Street	Riverton-Belvidere	Total
January	518,115	553,851	1,643,568	199,361	350,943	116,074	97,639	92,981	79,741	603,279	126,110	4,381,662
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	568,089	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
<b>Total</b>	6,615,922	6,703,922	20,875,144	2,516,586	4,897,198	1,674,055	1,434,619	1,332,822	1,181,285	7,871,852	1,760,905	56,864,310

estimated figures due to adjustments shown in *italics*

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 7: Trenton-Morrisville Toll Bridge Volume and Revenue Projections**

class	2004 volume	2005 volume	2006 volume	2007 volume	2008 volume	2009 volume	factor from 2009 to 2010	2010 base volume (projected)	Diverted from Calhoun Street Bridge
1 - passenger car	6,281,830	6,588,111	6,805,085	6,396,032	6,107,545	6,295,506	1.025	6,452,894	373,333
2 - 2-axle truck	159,655	172,109	181,550	176,380	175,125	168,865	1.040	175,620	
3 - 3-axle truck	71,473	74,247	78,038	83,143	85,360	65,994	0.920	60,714	
4 - 4-axle truck	50,275	55,136	58,329	61,861	65,417	49,557	0.980	48,566	
5 - 5-axle truck	169,038	185,618	194,518	178,566	171,432	144,868	0.990	143,419	
6 - 6-axle truck	1,594	1,876	1,769	1,493	1,776	1,531	1.000	1,531	
8 - special permit	-	-	-	-	-	-		-	
7 - 7-axle truck	146	132	136	39	33	27	1.000	27	
total toll	6,734,011	7,077,229	7,319,425	6,897,514	6,606,688	6,726,348		6,882,771	

class	toll	2010 total volume (projected)	2010 revenue
1 - passenger car	\$ 0.73	6,826,227	\$ 4,964,330.10
2 - 2-axle truck	\$ 4.97	175,620	\$ 872,601.34
3 - 3-axle truck	\$ 9.65	60,714	\$ 586,003.87
4 - 4-axle truck	\$ 12.84	48,566	\$ 623,597.63
5 - 5-axle truck	\$ 15.98	143,419	\$ 2,291,221.32
6 - 6-axle truck	\$ 19.36	1,531	\$ 29,633.36
8 - special permit	varies	0	\$ 0.00
7 - 7-axle truck	\$ 22.58	27	\$ 609.70
<b>Totals</b>		<b>7,256,104</b>	<b>\$ 9,367,997.33</b>

Assumes 1,120,000 westbound passenger cars from the Calhoun Street Toll Supported Bridge will be diverted from May 24 - September 24, 2010 2/3 will divert to the Lower Trenton Toll Supported Bridge, and 1/3 (373,333 vehicles) will divert to the Trenton-Morrisville Toll Bridge



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

class	2004 volume	2005 volume	2006 volume	2007 volume	2008 volume	2009 volume	factor from 2009 to 2010	2010 volume (projected)
1 - passenger car	2,026,746	1,700,215	1,720,641	1,894,591	1,758,949	1,853,211	1.020	1,890,275
2 - 2-axle truck	52,056	50,979	56,265	57,425	55,234	57,087	1.020	58,229
3 - 3-axle truck	24,171	26,248	31,139	28,569	24,051	19,705	0.980	19,311
4 - 4-axle truck	7,797	7,052	6,938	7,614	6,669	5,645	1.030	5,814
5 - 5-axle truck	27,141	26,682	26,910	28,473	25,391	25,843	1.030	26,618
6 - 6-axle truck	804	718	757	964	749	540	1.000	540
8 - special permit	-	4	1	-	1	-	1.000	-
7 - 7-axle truck	67	48	52	50	23	42	1.000	42
	2,138,782	1,811,946	1,842,703	2,017,686	1,871,067	1,962,073		2,000,829

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

class	toll	2010 volume (projected)	2010 revenue
1 - passenger car	\$ 0.73	1,890,275	\$ 1,374,454.94
2 - 2-axle truck	\$ 4.97	58,229	\$ 289,577.25
3 - 3-axle truck	\$ 9.68	19,311	\$ 187,022.91
4 - 4-axle truck	\$ 12.71	5,814	\$ 73,873.63
5 - 5-axle truck	\$ 16.03	26,618	\$ 426,604.75
6 - 6-axle truck	\$ 19.26	540	\$ 10,402.68
8 - special permit	varies	0	\$ 0.00
7 - 7-axle truck	\$ 22.64	42	\$ 950.95
<b>Totals</b>		<b>2,000,829</b>	<b>\$ 2,362,887.11</b>



**Table 9: Interstate 78 Toll Bridge Volume and Revenue Projections**

class	2004 volume	2005 volume	2006 volume	2007 volume	2008 volume	2009 volume	factor from 2009 to 2010	2010 base volume (projected)	Diverted to Easton- Phillipsburg
1 - passenger car	6,974,743	7,226,070	7,605,954	7,821,489	7,559,187	7,791,397	1.015	7,908,268	(790,827)
2 - 2-axle truck	222,516	231,076	236,629	235,204	230,345	216,745	1.030	223,247	(22,325)
3 - 3-axle truck	93,683	99,176	104,217	106,916	103,599	94,012	0.930	87,431	(8,743)
4 - 4-axle truck	111,525	119,102	127,958	124,799	116,043	105,485	0.970	102,320	(10,232)
5 - 5-axle truck	1,946,024	1,922,988	1,943,206	1,877,951	1,831,467	1,737,739	1.020	1,772,494	(177,249)
6 - 6-axle truck	35,967	38,604	41,381	42,808	49,371	45,027	1.030	46,378	(4,638)
8 - special permit	8	12	8	9	8	10	1.000	10	
7 - 7-axle truck	1,379	1,420	1,485	1,123	1,379	1,195	1.000	1,195	(120)
total toll	9,385,845	9,638,448	10,060,838	10,210,299	9,891,399	9,991,610		10,141,343	

class	toll	2010 total volume (projected)	2010 revenue
1 - passenger car	\$ 0.73	7,117,441	\$ 5,179,520.06
2 - 2-axle truck	\$ 4.96	200,922	\$ 996,122.75
3 - 3-axle truck	\$ 9.60	78,688	\$ 755,696.67
4 - 4-axle truck	\$ 12.61	92,088	\$ 1,161,301.43
5 - 5-axle truck	\$ 15.95	1,595,245	\$ 25,440,647.63
6 - 6-axle truck	\$ 18.92	41,740	\$ 789,765.85
8 - special permit	varies	10	\$ 673.08
7 - 7-axle truck	\$ 22.58	1,075	\$ 24,276.66
<b>Totals</b>		<b>9,127,209</b>	<b>\$ 34,348,004.13</b>

10% shift of all vehicle classes to EP due to toll plaza construction for 5 months (24% over 5 months = 10% for year)





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

class	2004 volume	2005 volume	2006 volume	2007 volume	2008 volume	2009 volume	factor from 2009 to 2010	2010 base volume (projected)	Diverted from I-78
1 - passenger car	5,551,047	5,690,754	5,702,051	5,742,513	5,925,210	5,755,012	1.000	5,755,012	395,414
2 - 2-axle truck	168,748	173,094	168,505	164,859	159,893	146,489	0.950	139,165	22,325
3 - 3-axle truck	60,320	64,105	64,531	59,599	61,563	48,270	0.920	44,408	8,743
4 - 4-axle truck	45,422	42,727	48,881	60,400	60,317	54,877	0.920	50,487	10,232
5 - 5-axle truck	263,362	263,496	250,482	210,038	215,992	207,313	0.920	190,728	177,249
6 - 6-axle truck	4,853	5,826	6,699	3,351	3,055	2,425	0.920	2,231	4,638
8 - special permit	-	-	-	-	-	-	1.000	-	-
11 - 7-axle truck	211	252	177	113	71	61	1.000	61	120
total toll vehicles	6,093,963	6,240,254	6,241,326	6,240,873	6,426,101	6,214,447		6,182,092	

class	toll	2010 total volume (projected)	2010 revenue
1 - passenger car	\$ 0.73	6,150,426	\$ 4,482,160.54
2 - 2-axle truck	\$ 4.98	161,490	\$ 803,465.00
3 - 3-axle truck	\$ 9.65	53,151	\$ 512,956.92
4 - 4-axle truck	\$ 12.87	60,719	\$ 781,227.52
5 - 5-axle truck	\$ 15.99	367,977	\$ 5,885,599.42
6 - 6-axle truck	\$ 19.23	6,869	\$ 132,092.58
8 - special permit	varies	0	\$ 0.00
7 - 7-axle truck	\$ 22.26	181	\$ 4,028.53
<b>Totals</b>		<b>6,800,813</b>	<b>\$ 12,601,530.51</b>

10% trucks from I-78 diverted to EP. 10% of passenger cars from I-78 (790,827) diverted to EP (395,414) and Northampton Street (395,413)



**Table 11: Portland Columbia Toll Bridge Volume and Revenue Projections**

class	2004 volume	2005 volume	2006 volume	2007 volume	2008 volume	2009 volume	factor from 2009 to 2010	2010 volume (projected)
1 - passenger car	1,162,560	1,217,782	1,221,400	1,365,195	1,274,654	1,242,931	1.000	1,242,931
2 - 2-axle truck	28,720	29,958	30,743	30,772	29,250	28,857	1.020	29,434
3 - 3-axle truck	11,677	10,874	10,287	12,364	12,887	9,132	0.960	8,767
4 - 4-axle truck	6,149	6,780	8,645	7,980	8,791	9,403	1.040	9,779
5 - 5-axle truck	31,778	34,076	34,464	33,480	32,306	29,159	1.020	29,742
6 - 6-axle truck	453	705	589	475	295	255	1.000	255
8 - special permit	-	-	-	-	-	-	1.000	-
7 - 7-axle truck	14	12	13	9	12	45	1.000	45
total toll vehicles	1,241,351	1,300,187	1,306,141	1,450,275	1,358,195	1,319,782		1,320,953

class	toll	2010 volume (projected)	2010 revenue
1 - passenger car	\$ 0.73	1,242,931	\$ 904,413.03
2 - 2-axle truck	\$ 4.98	29,434	\$ 146,546.86
3 - 3-axle truck	\$ 9.70	8,767	\$ 85,044.21
4 - 4-axle truck	\$ 12.94	9,779	\$ 126,517.82
5 - 5-axle truck	\$ 16.14	29,742	\$ 479,921.76
6 - 6-axle truck	\$ 19.46	255	\$ 4,961.45
8 - special permit	varies	0	\$ 0.00
7 - 7-axle truck	\$ 22.75	45	\$ 1,023.75
<b>Totals</b>		<b>1,320,953</b>	<b>\$ 1,748,428.88</b>



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

class	2004 volume	2005 volume	2006 volume	2007 volume	2008 volume	2009 volume	factor from 2009 to 2010	2010 volume (projected)
1 - passenger car	8,488,847	8,493,107	8,590,643	8,501,039	8,290,964	8,389,765	1.010	8,473,663
2 - 2-axle truck	161,134	161,724	162,397	162,971	153,827	146,366	0.980	143,439
3 - 3-axle truck	93,075	95,818	95,676	96,380	92,137	85,801	0.970	83,227
4 - 4-axle truck	57,861	63,106	63,265	67,828	62,497	49,796	0.960	47,804
5 - 5-axle truck	1,128,514	1,120,941	1,124,054	1,175,507	1,090,089	1,026,829	1.010	1,037,097
6 - 6-axle truck	20,887	20,884	19,712	23,663	24,637	20,928	0.920	19,254
8 - special permit	69	64	42	38	49	32	1.000	32
7 - 7-axle truck	1,346	1,246	1,376	1,104	1,036	736	1.000	736
total toll vehicles	9,951,733	9,956,890	10,057,165	10,028,530	9,715,236	9,720,253		9,805,252

class	toll	2010 volume (projected)	2010 revenue
1 - passenger car	\$ 0.73	8,473,663	\$ 6,166,082.59
2 - 2-axle truck	\$ 4.96	143,439	\$ 710,962.99
3 - 3-axle truck	\$ 9.60	83,227	\$ 799,193.10
4 - 4-axle truck	\$ 12.69	47,804	\$ 606,577.05
5 - 5-axle truck	\$ 15.97	1,037,097	\$ 16,561,146.82
6 - 6-axle truck	\$ 18.99	19,254	\$ 365,612.90
8 - special permit	varies	32	\$ 2,154.72
7 - 7-axle truck	\$ 22.68	736	\$ 16,691.02
<b>Totals</b>		<b>9,805,252</b>	<b>\$ 25,228,421.20</b>



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

class	2004 volume	2005 volume	2006 volume	2007 volume	2008 volume	2009 volume	factor from 2009 to 2010	2010 volume (projected)
1 - passenger car	1,311,848	1,300,872	1,303,872	1,310,047	1,265,773	1,257,986	1.000	1,257,986
2 - 2-axle truck	22,786	23,234	24,278	26,171	26,692	22,466	0.920	20,669
3 - 3-axle truck	5,328	5,244	5,228	4,545	4,486	3,645	0.920	3,353
4 - 4-axle truck	1,929	1,887	1,946	2,011	1,569	1,475	1.040	1,534
5 - 5-axle truck	10,495	10,014	9,380	8,921	8,917	7,466	0.920	6,869
6 - 6-axle truck	107	99	78	85	129	93	1.000	93
8 - special permit	3	-	-	-	-	-	1.000	-
7 - 7-axle truck	38	24	18	11	8	8	1.000	8
total toll	1,352,534	1,341,374	1,344,800	1,351,791	1,307,574	1,293,139		1,290,512

class	toll	2010 volume (projected)	2010 revenue
1 - passenger car	\$ 0.73	1,257,986	\$ 915,490.57
2 - 2-axle truck	\$ 4.97	20,669	\$ 102,808.71
3 - 3-axle truck	\$ 9.71	3,353	\$ 32,558.07
4 - 4-axle truck	\$ 12.95	1,534	\$ 19,858.55
5 - 5-axle truck	\$ 16.07	6,869	\$ 110,383.93
6 - 6-axle truck	\$ 19.42	93	\$ 1,805.88
8 - special permit	varies	0	\$ 0.00
7 - 7-axle truck	\$ 22.10	8	\$ 176.80
<b>Totals</b>		<b>1,290,512</b>	<b>\$ 1,183,082.52</b>



**Table 14: Volume and Revenue Comparison -- 2009 to 2010**

Revenue Summary by Bridge/District		2009 Volumes	2009 Revenues	2010 Volume (Projected)	2010 Revenue (Projected)	Change in Actual vs. Projected Volume from 2009 to 2010		Change in Actual vs. Projected Revenue from 2009 to 2010	
						vehicles	percent	dollars	percent
District									
1	Trenton-Morrisville	6,726,348	\$ 9,032,550.30	7,256,104	\$ 9,367,997.33	529,756	7.88%	\$ 335,447.03	3.71%
1	New Hope-Lambertville	1,962,073	\$ 2,303,287.24	2,000,829	\$ 2,362,887.11	38,756	1.98%	\$ 59,599.87	2.59%
2	Interstate 78	9,991,610	\$ 37,586,982.36	9,127,209	\$ 34,348,004.13	-864,401	-8.65%	\$ (3,238,978.23)	-8.62%
2	Easton-Phillipsburg	6,214,447	\$ 9,427,798.68	6,800,813	\$ 12,601,530.51	586,366	9.44%	\$ 3,173,731.83	33.66%
3	Portland-Columbia	1,319,782	\$ 1,721,822.57	1,320,953	\$ 1,748,428.88	1,171	0.09%	\$ 26,606.31	1.55%
3	Delaware Water Gap	9,720,253	\$ 25,115,645.76	9,805,252	\$ 25,228,421.20	84,999	0.87%	\$ 112,775.44	0.45%
3	Milford-Montague	1,293,139	\$ 1,202,699.62	1,290,512	\$ 1,183,082.52	-2,627	-0.20%	\$ (19,617.10)	-1.63%
	<b>Total</b>	<b>37,227,652</b>	<b>\$ 86,390,786.53</b>	<b>37,601,672</b>	<b>\$ 86,840,351.70</b>	<b>374,020</b>	<b>1.00%</b>	<b>\$ 449,565.17</b>	<b>0.52%</b>

Estimated 2010 volumes and revenues reflect diversion of 223,000 trucks and 395,400 cars from I-78 to Easton-Phillipsburg, and diversion of 395,400 cars from I-78 to Northampton Street due to construction at the I-78 Toll Plaza



**Table 15: Actual Revenue and Expenditures for 2009**

District	Bridge	2009 Volume	2009 Revenue
1	Trenton-Morrisville	6,726,348	\$ 9,032,550.30
1	New Hope-Lambertville	1,962,073	\$ 2,303,287.24
2	Interstate 78	9,991,610	\$ 37,586,982.36
2	Easton-Phillipsburg	6,214,447	\$ 9,427,798.68
3	Portland-Columbia	1,319,782	\$ 1,721,822.57
3	Delaware Water Gap	9,720,253	\$ 25,115,645.76
3	Milford-Montague	<u>1,293,139</u>	<u>\$ 1,202,699.62</u>
Total		37,227,652	\$ 86,390,786.53
Total Toll Revenue		(From above)	\$ 86,390,786.53
E-ZPass Service Fees		(Estimate 7 months June - December)	\$ 428,000.00
Interest Income		(Provided by Commission)	\$ 3,618,172.00
Other Income		(Provided by Commission)	<u>\$ 216,091.00</u>
1. Total Revenue - 2009			\$ 90,653,049.53
2. Operating Expenses - 2009		(Provided by Commission)	<u>\$ 45,127,265.00</u>
3. Net Revenue		(Line 1 - Line 2)	\$ 45,525,784.53
4. Maximum Annual Debt Service		(Provided by Commission)	\$ 34,456,534.00
5. 130% of Maximum Annual Debt Service			\$ 44,793,494.20
6. Calculated Debt Service Coverage Ratio		(Line 3 / Line 4)	1.321
<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 2010**

Projected Revenue by Bridge/District		2010 Volume	2010 Revenue
1	Trenton-Morrisville	7,256,104	\$ 9,367,997.33
1	New Hope-Lambertville	2,000,829	\$ 2,362,887.11
2	Interstate 78	9,127,209	\$ 34,348,004.13
2	Easton-Phillipsburg	6,800,813	\$ 12,601,530.51
3	Portland-Columbia	1,320,953	\$ 1,748,428.88
3	Delaware Water Gap	9,805,252	\$ 25,228,421.20
3	Milford-Montague	<u>1,290,512</u>	<u>\$ 1,183,082.52</u>
Total		37,601,672	\$ 86,840,351.70
Total Toll Revenue		(From above)	\$ 86,840,351.70
E-ZPass Service Fee Estimate		(Estimated)	\$ 734,000.00
Interest Income		(Provided by Commission)	\$ 3,431,000.00
Other Income		(Provided by Commission)	<u>\$ 401,000.00</u>
1. Total Projected Revenue - 2010			\$ 91,406,351.70
2. Operating Expenses - 2010		(Provided by Commission)	<u>\$ 46,464,742.00</u>
3. Net Revenue		(Line 1 - Line 2)	\$ 44,941,609.70
4. Maximum Annual Debt Service		(Provided by Commission)	<u>\$ 33,376,355.25</u>
5. Projected Debt Service Coverage Ratio		(Line 3 / Line 4)	1.347
<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> <p>Given that the historic data or experience with toll violators on the Commission facilities does not exist, it is anticipated, based on discussions with area toll agencies, for 2010 that the revenue recognized from the administrative fees for violators and the toll revenue loss due to violators will be revenue neutral.</p>			